

**BACK THE ATTACK  
BUY MORE THAN BEFORE**

**GRAIN** JUNE  
1944



# Superintendents Hold Finest Convention Ever



Herbert C. Brand, Cedar Rapids, Ia., President SOGES

Over 175 Registered . . . Car Unloading Discussions of Great Help — New Developments Explained — On-The-Spot Ideas To Be Tested . . . Arcady Farms Milling Company Luncheon Host Opening Day . . . Old Fashioned Fish Fry Tendered Friday by The Glidden Company . . . Grain Processors Gracious Hosts to Visiting Ladies . . . Labor Market Conditions Ahead Forecast By Authorities . . . Twenty-Two Awarded Safety Trophies . . . Fourteen Roundtable Discussions In Three Periods Prove So Successful That Two Sessions Voted For Next Year . . . Cereal, Soybean, Starch, Flour, Feed and Grain Terminal Plant Managers and Superintendents Elected Officers and Directors . . . Sentiment Soars On Changing to More Appropriate Association Name . . . Next Year's Dates and Place of War Conference Not Decided.

and all of the new headaches it brought operating men seemingly added years, well stirred with wisdom, to the convention's collective being.

## Cerealist, Soybean-Starcher, Grain Men To Top Offices

**P**ICKING up the reins of this well groomed assemblage, Herbert C. Brand, Quaker Oats Co., Cedar Rapids, was elected to guide its destinies during the coming year, aided by Harold Wilber, A. E. Staley Mfg. Co., Decatur, and John Belanger, Manitoba Pool Elevators Ltd., Port Arthur, as vice Presidents.

Feed and flour divisions of the association also were represented by the careful selections made for the directorate, which included Charles J. Winters, Public Grain Elevator, New Orleans; Malcolm M. Darling, Acme-Evans Co., Indianapolis; Robert R. Brett, Fruen Milling Co., Minneapolis, and H. L. Henrikson, Terminal Grain Corp., Sioux City. Dean M. Clark, Chicago, was re-elected Secretary-Treasurer by the Directors.

**MANPOWER** problems absorbed the attention of the delegates at the first morning session, Thursday, June 15th, following a most cordial welcome from Leonard Danielson, Arcady Farms Milling Co., Chicago SOGES Chapter Vice President. "Selective Service Problems as They Affect the Grain Handling and Processing Industry" by Col. Louis R. Boening of the Selective Service System, and "Manpower Objectives for 1944" by Harry S. Belman, Chief of Training, War Manpower Commission, plus the helpful and extended discussion that followed held the interest of all from beginning to end. The appetizer for the luncheon that followed was served up by Charles J. Winters, Public Grain

Elevator, New Orleans, in the form of a fascinating description of "Handling Grain From the Latin American Countries."

## Arcady Tenders Luncheon

**C**ORDIAL host at the delightful luncheon Thursday noon was Wirt D. Walker, President of Arcady Farms Milling Co., Chicago, and an Honorary Member of the Superintendents' Society. Comfortably seated in the Medinah Club's spacious Grand Ball Room 'round big circular tables the conversations of the now better acquainted delegates reviewed the morning's high points and then unanimously jumped with both feet into the big subject of car unloading.

Mr. Walker's luncheons are always something to remember well. To this one he had invited every grain handling and grain processing plant owner, operator and manager in the Chicago trade area. Most of those in the grain processing categories were pleasantly on hand, adding much to the tenor of the gathering. The repast was delightful, the participants grateful for Mr. Walker's hospitality and warm welcome.

Complimenting the group on their excellent record of accomplishment, Mr. Walker cited that such conferences as this aided the entire industry to develop on a more sound footing. From his own enviable record of holding important association positions Host Walker drew many interesting and inspiring parables that will be long remembered by his attentive listeners. So well received were his timely thoughts that his luncheon guests arose and expressed their appreciation with applause.

Arcady's Plant Manager, Gilbert P. Lane, active SOGES member-past president-director, took this auspicious

**T**HE fifteenth annual convention of the Society of Grain Elevator Superintendents will go down in the annals of that progressive body as "tops." Even with the enviable record and reputation for hard work and accomplishment this sizeable association has established, the recently convened wartime conference held at Chicago's Medinah Club was impressive from every angle. Sitting on the sidelines one could literally feel President R. B. Pow lace up the gathering into a compact parcel of energy and launch the sessions on a high and forceful plane from where they never varied.

Particularly noticeable were the number of younger delegates—a commendable influx unparalleled on exchange floors or other association gatherings. Not only was "Young America" present in body, but these plant executives were invariably right up in the front row scrambling for the opportunity of contributing their considered ideas towards the thoughtful solution of the problems under discussion. Fifteen years is young as most bodies go, but the stress of war



occasion to collectively thank the industry's executives for their moral and financial support—particularly Mr. Walker—and to point out what has accrued to Management as a result of their giving “all out” support to the plant operators and superintendents of the various and varied grain and allied lines represented by the Society's membership.

President R. B. Pow, Reliance Grain Co. Ltd., Fort William, “did the honors” for the attending delegates in graciously thanking Mr. Walker most sincerely, in seconding Mr. Lane's thoughts, and in emphasizing the primary accomplishments hoped for at

tendent of this progressive company's plant.

Pulling aside the curtain on future developments in the insecticide field, Dr. Smallman told of experiments being conducted in England with certain dusts that if successful beyond the laboratory stage will wrought changes in current fumigation practices, he thought. “Infestation Control in Grain Processing Plants” was thoroughly covered by Fred A. Rech, Chief Chemist, Arcady Farms Milling Co., Chicago, who gave many pertinent pointers.

“Three Dimension Color Dynamics,” a new proven approach to decreasing accidents through the proper application of various colored paints—tailored to the specific job desired—intrigued the Thursday afternoon session under the adept handling of Steve Halac, Glidden Company, General Convention Chairman and newly elected president of the Chicago SOGES Chapter.

#### Working Committees Selected

**T**O audit the association's books were: Fred Sibbald, National Grain Co. Ltd., Sec'y Fort William-Port Arthur Chapter; Leonard Danielson, Arcady Farms Milling Co., V. P. Chicago Chapter; John Goetzinger, Rosenbaum Brothers, Sec'y Omaha-Council Bluffs Chapter; John Blowers, Wyandotte Elevator, Standard Milling Co., Sec'y Kansas City Chapter; Cliff MacIver, Archer-Daniels-Midland Co., President Minneapolis Chapter; Herbert C. Brand, Quaker Oats Co., Cedar Rapids, SOGES 1st V. P.; Hard Wilber, A. E. Staley Mfg. Co., Decatur, SOGES 2nd V. P., and Clifford Steiner, Central Soya Co., Decatur, Ind.

The responsibility of drafting fitting resolutions was placed on the shoulders of Gilbert P. Lane, Arcady Farms Milling Co., Chicago; D. MacDonald, Ogilvie Flour Mills, Fort William; Clarence C. Bach, Twin City Trading Co., Minneapolis; Edward E. Fraenheim Jr., Buffalo (N. Y.) Forwarding Corp.; Lewis Inks, Quaker Oats Co., Akron, O.; Russell Johnson, Farmers Union Grain Terminal Ass'n, Duluth; Robert R. Bredt, Fruen Milling Co., Minneapolis; Fred Kenney, Allied Mills, Inc., Portsmouth, Va., and T. L. Musser, Western Stevedoring Co., Erie, Pa.

Determining the character of the association years hence through the careful selection of Directors and Officers now was put upon Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis; H. L. Heinrikson, Terminal Grain Corp., Sioux City; Jerry Lacy, West Central Co-operative Grain Co., Omaha; Oscar W. Olsen, Globe Elevator Division, F. H. Peavey Co., Duluth; Ed. Raether, Manager, Sampling Department, Chamber of Commerce, Minneapolis, and R. B. Pow, Reliance Grain Co. Ltd., Fort William.

Safety efforts will continue during the coming year under the guidance of Oscar W. Olsen, Globe Elevator Division, F. H. Peavey Co., Duluth;

Malcolm Noxon, Ralston-Purina Co., Minneapolis; O. B. Duncan, Salina Terminal Elevator Co., Kansas City, and Steve Halac, The Glidden Co., Chicago, plus the appointed members of the committee carried over from last year.

To take charge of new memberships on a coast-to-coast hook-up will be Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis; Lloyd Forsell, Albert Schwill & Co., Chicago, John Mack, Standard Milling Co., Buffalo; Ken S. Miller, C. P. R. Elevator, West St. John, N. B.; Fred Myers, Cleveland Grain Co., Indianapolis; William J. Porter, Russell-Miller Milling Co., Grand Forks, No. Dak.; Walter Teppen, Occident Terminal Division, Russell-Miller Milling Co., Duluth, and Charles J. Winters, Public Grain Elevator, New Orleans.

So that plans may be made throughout the year for next annual convention program, Harold Wilber, A. E. Staley Mfg. Co., Decatur; Jim De Jarnette, Continental Baking Co., Kansas City; F. Maynard Losie, Hallet & Carey Co., Minneapolis, and Charles F. Walker, Archer-Daniels-Midland Co., Council Bluffs, will have overall charge.

#### Postmen's Holiday

**T**HE annual “Postmen's Holiday” session fell Friday morning, June 16th with the entire convention divided up under the capable direction of Lloyd Forsell. Visits were made to the Arcady Farms Milling Co.'s feed plant, to the Columbia Malting Co., to the Calumet Elevator, and to see the car unloading apparatus designed and constructed by the Glidden Co.'s experts. Transportation was provided as far as possible through the courtesy of Chicago Superintendents and Associate members.

After a full morning of making first hand inspections the convention had a collective appetite for the old fashioned fish fry that would make any chef feel gratified. Cordial host at this unique affair was the Glidden Company whose three representatives, Emil Buelens, Steve Halac, and Harry Hanson, welcomed their guests most hospitably, suggested particular attention to coming convention segments they arranged, and paid tribute to their company's manager, Paul A. Olson, who unfortunately was out of town. Fish Fries are annual events with the Chicago Supers and usually a contest is in order. After a morning of being in the air and considering the size of the crowd it is impossible to release any statistics on who won the mythical title of winner. Suffice to say that everyone ate more of the delicious perch filets served than they thought they could before lunch. So another traditional SOGES innovation went down in the annals as highly successful.

In such a congenial atmosphere the association's Number Two Honorary Member, Mr. Bennett Chapple, Assistant to the President, American



this important gathering. A past mayor of Fort William, a civic and cultural leader, and an ardent advocate of SOGES, President Pow's masterful command of any situation is the source of admiration.

#### Temporary Storage; New Varieties; Insect Control

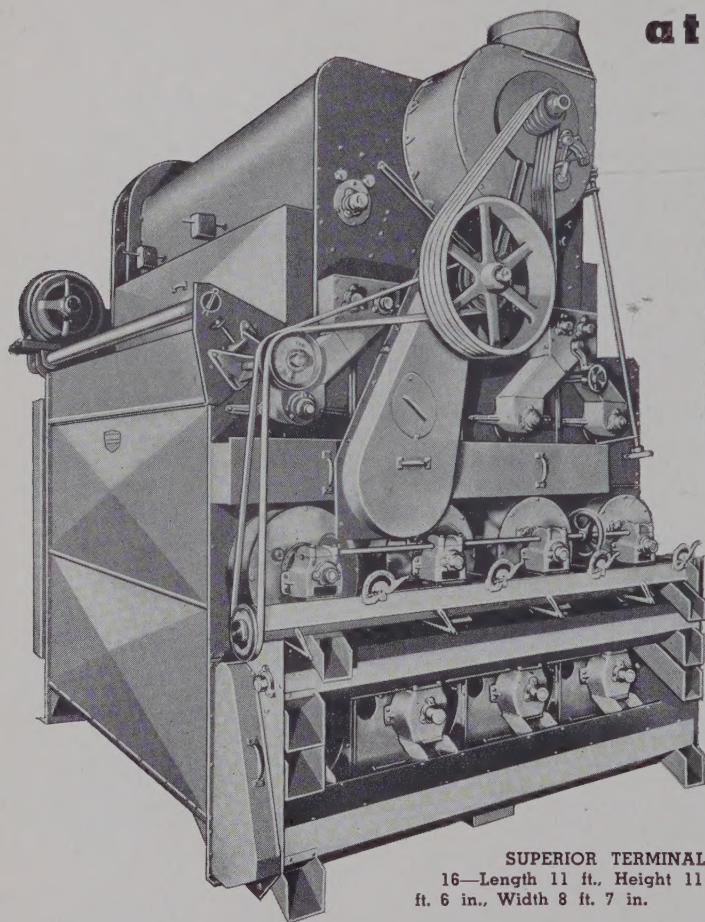
**A** NEW conception and respect for the field and service of the entomologist arose following the on-the-spot studies made and revealed by Dr. B. N. Smallman, Entomologist, Board of Grain Commissioners, Winnipeg, which distinguished body complimented the Association with Dr. Smallman's presence. Illustrating his interesting remarks with slides, the “Entomological Aspects of War Time Grain Storage in Canada” adequately pictured the enormous task successfully met with temporary grain storage units.

Fittingly following came “New Grain Varieties the Superintendent Should Know About,” authored by authority Arthur C. Larson of Hallet & Carey Co., Minneapolis, and presented by F. Maynard Losie, Superin-



# THOROUGH CLEANING OF GRAIN

**at 2,000 bu. per hr.  
on Wheat**



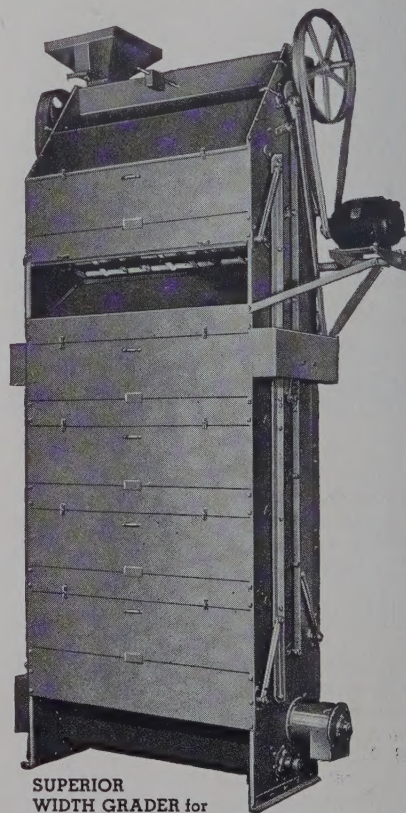
Most widely used of all BIG capacity grain cleaning machines, is the SUPERIOR Terminal 16, illustrated at the left. In one season after its introduction, the Terminal 16 became the most popular machine of its kind, because of its ability to combine fine accuracy and thorough performance while operating at its full capacity. It is now nationally recognized as the one outstanding BIG capacity grain cleaner. *A limited number will be available for shipment this season.*

SUPERIOR TERMINAL  
16—Length 11 ft., Height 11  
ft. 6 in., Width 8 ft. 7 in.

## ACCURATE WIDTH GRADING on Barley, Oats, Rye, Wheat and Durum 350 to 500 Bu. per Hr.

This width grader is highly successful in malt houses for classifying barley and in cereal plants and terminal elevators for making plump durum, oats, rye and wheat.

A limited number will be made this season; available with or without scalpels and aspirators. Special device keeps screens clean. This is a thoroughly proved, fully successful width grader.



SUPERIOR  
WIDTH GRADER for  
barley, oats, rye, wheat, durum.

# S U P E R I O R SEPARATOR COMPANY

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MINNEAPOLIS 14, MINNESOTA



Rolling Mill Co., Middletown, Ohio, gave the convention a mental cocktail they will long remember. Urged by this same group seven years ago to help solve the problem of spouting that wore out almost overnight, Mr. Chapple's firm conducted months of practical experiments, finally decided upon their approach to the situation, made an installation under most adverse operating conditions only to have the war come along and hush any release of statistics. Some data was told by the secretary, Mr. Chapple's remarks being devoted to the value of association endeavors, of the importance of preaching what you know and believe to the next person, of entering into discussions and contributing ideas as well as receiving



them. He repeated his remarks before a recent high school graduating class and explained the refreshing reasons he had in saying what he did. His thoughts were so soundly founded that the convention never ceased talking about his potent message.

#### Round Table Discussion "Tops"

SO successful were this year's expanded series of round table discussions that the convention went on record as wanting a second entire session devoted thereto next year. From the mechanics of running such an association function it perhaps would look easier to put on a ten-ring circus, but from the successful outcome of each of the three series of discussion groups nothing could have been more constructive to the participants.

The first period witnessed roundtables on corn handling, wheat handling, barley and oats, and soybeans—each with one or more experts in charge of bringing out a battery of pertinent questions confronting everyone and in guiding the discussions to the point where the most satisfactory solution was found. Each table's discussion was recorded by a secretary so that the value will be available to all—and in another year the group decided to have these minutes presented before the entire assemblage so that all those unable to participate

in the proceedings of six tables at one time could nevertheless derive the benefits—with ample time for further questions of general interest.

The second period was devoted to roundtables on feed, malt, cereal, and linseed. The third period was devoted to grain drying, repair-maintenance-lubrication, power and power transmission, elevating and conveying, grain cleaning, and vessel loading and unloading problems. The fact that some of the roundtable discussions lapped well over into the period of the following divisions attests to the success of this approach. The minutes of each roundtable will be published as the reports are received. Friday evening, as Thursday, was devoted to various important committee meetings.

#### Car Unloading The Leading Problem

WITH fewer car shovelers available each day over the last, with less work in this department being accomplished as less experienced hands (when available) take up the task, the opening subject of the Saturday morning session of "Car Unloading" was perhaps the most vital discussed at this important conference. Oscar Olsen, papa of the idea of creating a car unloading device that would fit conditions found in older plants, must have experienced real inspiration presiding over the meeting, for one by one the participants described their approaches to the solution, drew diagrams on the blackboard, kindly distributed sketches, and contributed their ideas and knowledge to the faults and virtues of this and that device.

Emil Buelens of the Glidden Co., Chicago; Paul Christensen, Van Dusen-Harrington Co., Minneapolis; Ed Frauenheim, Buffalo (N. Y.). Forwarding Corp.; Henry Richardson, Richardson Scale Co., Clifton, N. J.; Howard S. Sayre, Fuller Co., Cata-sauqua, Pa.; Don Bowden, Materials Handling Equipment Co., Chicago, and several others expounded helpfully, and all asked questions during the talks as well as in the discussion that followed.

Out of this important session many operating heads have already made up their minds on what tack they must follow to best solve their individual situations. The automatic single and double shovels, the hydraulic jack method, a new application of air suction, and a new conception of a dumper were all approaches—all of which definitely have their places and about which much more will be unravelled with the passing of time and the perfection of the newer applications.

The Saturday luncheon was surrounded with a "safe" atmosphere—with announcements of the winners in the associations seventh annual safety contest—awards of the beautiful trophies to the winner in each classification that came through without a scratch—and helpful talks on what individual companies are accom-

plishing on this vital score being expounded both before and after lunch by recognized leaders in the membership plus the able contest director, Clarence Turning. The balance of the Saturday afternoon program was interestingly devoted to a group of talks and discussions that covered everything from the problems of weighing, to electrical, to insurance inspections, et al, all of which will be published for closer study during coming months.

#### Associates Night Elegant

THE Associate Members complimented the convention with a cocktail hour before the dinner-dance that followed. Perennial General Chairman Grover C. Meyer, Kansas City (Mo.) Power & Light Co., did an outstanding job as usual, being assisted in the weeks before in making the preparations by his two committee members, Arthur B. Osgood of The Day Co., Minneapolis, and Russell B. Maas, Screw Conveyor Corp., Hammond.

Eloquent, weighty thoughts were expressed by Retiring President Pow, President-Elect Brand, Chairman Meyer; by Gilbert Lane in presenting Mr. Pow with a grand double pen set, and by Oscar Olsen in presenting Clarence Turning with an elaborate toilet kit.

In keeping with the times and in consideration of the feelings of those with kinfolks on the battle front the Associates thoughtfully utilized the dance band and entertainment on the Medinah Club's "Boulevard" room agenda. Thus the curtain was drawn on what was unanimously considered an outstanding helpful wartime conference which will benefit the participants and their firms for ever afterwards.



"THIS MODEL IS ESPECIALLY POPULAR THIS SEASON!"

#### From The Number One Leg

AN avalanche of praise was to be heard on every side for the Chicago Supers who planned and executed the myriad of details that invariably accompany any successful gathering. And now that it is over it can be told that the Chicago boys themselves were both dumbfounded over the amount of work involved and



gratified with the high caliber of the sessions. Considerable help was enlisted from visiting Supers and they all willingly co-operated.

"Among My Souvenirs" are a stream-lined cigarette lighter from Hy Arendall of Innis Speiden & Co., Omaha; a multi-colored dated war map of the world and a handy and attractive note book from Vic Reid and Cliff St. Cyr of Hart-Carter Co., Minneapolis; a plastic hose nozzle from Fred Melberg and Don Dunlap of W. D. Allen Mfg. Co.; an illustrative blotter distributed by Vic Oliver showing the cleaning principles involved in the Superior Separator, and a long book of matches from Seedburo Equipment Co. who had an extensive exhibit dis-

playing static removing brushes, many moisture testing devices, probes, respirators, and so on. Parke Burrows, Wayne Faulkner and Charles Clark were in charge. A few had room exhibits all of which were courteously kept closed during the business sessions.

Three registration girls were provided through the courtesy of The Glidden Company on Thursday and Saturday, and the Arcady Farms Milling Company on Friday. They did a commendable job, all of them.

#### From The Shipping Gallery

**T**HE Auditing Committee found that their association had \$335.18 in the till; recommended changing the

fiscal year to the calendar year instead of the present March 1st to Feb. 28-9th dates.

The Resolutions Committee praised the extra-curricular efforts of those persons and companies aiding in making the Chicago convention such a success, and specifically included Mrs. Emil Buelens and her Ladies' Committee, The Arcady Farms Milling Co. for their excellent luncheon on Thursday, The Glidden Company for their delectable fish fry, to Steve Halac and his hard working committee, to the maltsters and soybean-linseed firms who entertained the visiting ladies, to the trade papers for their interest and timely editorial support given throughout the year, and last but not least to the splendid group of Associate Members for their ever-present assistance.

The Committee on New Membership urged each SOGES Chapter to assume the responsibility of maintaining and increasing membership, promote the good will of the association by extending an open and welcome hand to prospective members, to invite them to attend chapter meetings without their feeling that any pressure is being exerted upon them until their interest in joining is evidenced by their attendance at several meetings, and finally urged encouragement in forming new chapters in grain centers where none now exist.

The Committee on 1945 Convention Plans suggested that Buffalo, Kansas City, Fort William, and Cedar Rapids be considered in that order; urged more roundtable discussions and earlier in the program; that an effort be made to bring before the convention any innovations in equipment, materials, methods or processes either born of the war or of current research efforts; favored the establishment of a free interchange of information between members on the disposal of used or otherwise available equipment.

Copies of The Glidden car unloading device will be distributed upon request first to members, as far as they will go, then to all others requesting same. The same applies to The Last Will and Testament of Adolph Hitler.



**"WE HAD TO SEND 'STRETCHO' IN FOR A RECAP BEFORE IT WAS TOO LATE!"**

# REXALL

"ASK THE MAN WHO RUNS ONE"



## CONSIDER THIS . . .

Long-lift terminal legs and marine legs are the toughest belt punishers in your industry . . . RIGHT?

**TOUGH! YES!** But REXALL takes both in stride. Performance records . . . 20 years and longer . . . with verifiable dates and data available for proof. Write—

## IMPERIAL BELTING COMPANY

1750 S. KILBOURN

CHICAGO 23, ILL.



## AMONG THOSE REGISTERING

The 175 who registered, and there always are some 15% who neglect doing so, are:

—A—

Louis Ambler Jr., Richardson Scale Co., Chicago  
E. R. Anderson and wife, Norris Grain Co., Chicago  
John Andrews, Northland Mch. & Supply Co., Ltd., Ft. William  
Hy Arendall, Innis Speiden & Co., New York, N. Y.  
Lee Atherton and wife, W. S. Nott Co., Minneapolis  
David Atlas, Spencer Kellogg & Sons, Inc., Chicago

—B—

Clarence C. Bach and wife, Twin City Trading Co., Minneapolis  
Fred L. Beakey, Seed World, Chicago  
John Belanger and wife, Manitoba Pool Elevators, Ltd., Pt. Arthur  
Frank Blodgett, Weevil-Cide Co., Kansas City  
John Blowers, Standard Milling Co., Kansas City  
Vincent J. Blum and wife, Omaha Elevator Co., Council Bluffs  
Herbert C. Brand, Quaker Oats Co., Cedar Rapids

## THESE MEMBERS PUT ON ASSOCIATES' PROGRAM

SO THAT all may know who was responsible for the highly successful Associates' section of the recent SOGES convention in Chicago I am glad of the opportunity to give their names. The Committee feels that the affair was in keeping with current conditions and our thanks go to the Chicagoans who so ably assisted us. Participants included:

John Andrews, Northland Machinery & Supply Co., Ltd., Fort William.

Hy Hudson Arendall, Innis Speiden & Co., Omaha.

Lee Atherton, W. S. Nott Co., Minneapolis.

Parke Burrows, Seedburo Equipment Co., Chicago.

Frank Butt, John S. Metcalf Co., Chicago.

Sidney I. Cole, Industrial Erectors, Inc., Chicago.

John I. Dennehy, B. I. Weller Co., Chicago.

Don D. Dunlap, W. D. Allen Mfg. Co., Chicago.

Oscar L. Erickson, K. I. Willis Corp., Moline, Ill.

John R. Gibson, Hallet & Carey Co., Ltd., Fort William.

C. C. Gray, Superior Separator Co., Minneapolis.

Phil A. Grotevant, S. Howes Co., Harvey, Ill.

Charles E. Harbin, Underwriters Grain Ass'n., Chicago.

Bryce M. Hess, Hess Warming & Ventilating Co., Chicago.

Harry J. Holden, H. R. Williams Mill Supply Co., Kansas City.

S. C. Klaus, Zeleny Thermometer Co., Chicago.

Louis A. Koch, American Miller, Chicago.

Walter A. Kostick, R. R. Howell & Co., Minneapolis.

Russell B. Maas, Screw Conveyor Corp., Hammond.

Ben J. Many, B. J. Many Co., Inc., Chicago.

George S. McPhee, Hart-Emerson Co., Ltd., Winnipeg.

A. D. McPherson, Huntley Mfg. Co., Chicago.

Fred T. Melberg, W. D. Allen Mfg. Co., Chicago.

Grover C. Meyer, Kansas City Power & Light Co., Kansas City.

Paul Naehrer, B. F. Gump Co., Chicago.

A. B. Osgood, The Day Company, Minneapolis.

George L. Patchin, Appraisal Service Co., Minneapolis.

Victor H. Reid, Hart-Carter Co., Minneapolis.

Henry Richardson, Richardson Scale Co., Clifton, N. J.

Ingram Richardson, Richardson Scale Co., Chicago.

O. B. Roberts, B. F. Goodrich Co., Chicago.

Gilbert Schenk, Weevil-Cide Co., Kansas City.

Leighton Steere, Leighton Steere Belting & Supply Co., Minneapolis.

Lucien S. Strong, Strong-Scott Mfg. Co., Minneapolis.

The Associate Members feel privileged to take this part in the association's program. It means we can do things collectively that would be impossible individually, consequently everyone derives more enjoyment.—Grover C. Meyer, Kansas City Power & Light Co., Kansas City, Mo., General Chairman.

Robert R. Brett, Fruen Milling Co., Minneapolis  
Emil A. Buelens and wife, The Glidden Co., Chicago  
Charles E. Bump and wife, B. A. Eckhart Milling Co., Chicago

Parke W. Burrows, Seedburo Equipment Co., Chicago

—C—

Frank E. Carlson, Underwriters Grain Assn, Chicago

J. Howard Cassin, The Glidden Co., Chicago

Bennett Chapple, American Rolling Mill Co., Middletown, O.

Leon Chevallet, Spencer Kellogg & Sons, Inc., Chicago

Paul Christensen and wife, Van Dusen-Harrington Co., Minneapolis

Charles H. Clark, Seedburo Equipment Co., Chicago

Charles S. Clark, Grain & Feed Journals, Chicago

Nelson Cotton, Ohio Farmers Grain Corp., Fostoria

—D—

R. E. Dalstrom, Kemper Insurance, Chicago

Leonard Danielson and wife, Arcady Farms Milling Co., Chicago

Malcolm M. Darling, Acme-Evans Co., Indianapolis

John DeHerr and wife, Columbia Malting Co., Chicago

James L. DeJarnette, Continental Baking Co., Kansas City

Frank D. Dennis, Archer-Daniels-Midland Co., Chicago

O. B. Duncan and wife, Salina Terminal Elevator Co., Kansas City

Don Dunlap, W. D. Allen Mfg. Co., Chicago

—E—

Charles Ellis, Farm Bureau Milling Co., Hammond

Oscar L. Erickson, K. I. Willis Corp., Moline

Earl R. Evans, Evans Elevator Co., Champaign

—F—

Lloyd Forsell and wife, Albert Schwill & Co., Chicago

Edward Frauenheim, Jr., G. J. Meyer Malt & Grain Co., Buffalo

—G—

William H. Gassler, Rosenbaum Brothers, Chicago

Marshall W. George, B. I. Weller Co., Chicago

John A. Gibbs, Brooks Elevator Corp., Minneapolis

John R. Gibson, Hallet & Carey, Ltd., Ft. William

John Goetzinger and wife, Rosenbaum Brothers, Omaha

Ernest F. Granzow, The Day Co., Minneapolis

Phil Grotevant and wife, S. Howes Co., Silver Creek, N. Y.

Roy Guinan, Loveland Elevator Co., Omaha

E. J. Guinane, Sioux City Grain Exchange, Sioux City

—H—

Steve Halac and wife, The Glidden Co., Chicago

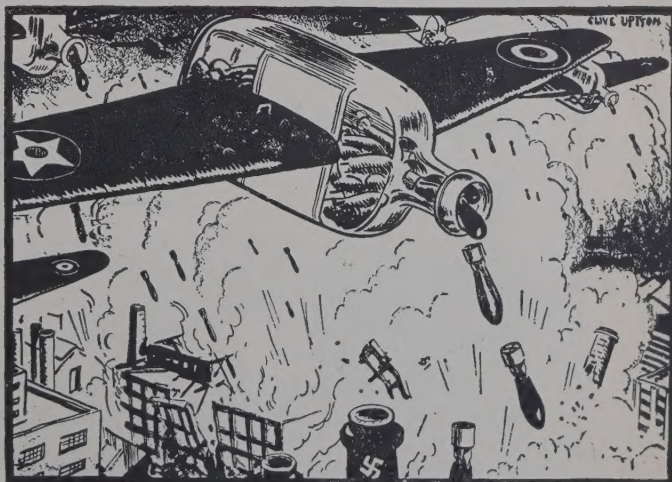
John N. Hall and wife, retired, General Mills, Chicago

Harry Hanson and wife, The Glidden Co., Chicago

Elmer R. Hapke and wife, Central Soya Co., Gibson City

Charles E. Harbin and wife, Underwriters Grain Ass'n, Chicago

## BITTER PILLS.



UNIO-OWI

V-987



Charles Hegwein, Pratt Food Co., Hammond  
H. L. Heinrikson and wife, Terminal Grain Corp., Sioux City  
P. R. Hornbrook, Fuller Co., Catasaugua, Pa.  
L. S. Hover, Thomson Grain Elevator Co., Louisville

—I—

Lewis Inks, Quaker Oats Co., Akron

—J—

Russell M. Johnson, Farmers Union Grain Terminal Ass'n, Superior

Edgar A. Josephson, Schreier Malting Co., Sheboygan

—K—

Mark Kaplan and wife, Lavelle Rubber Co., Chicago

Arthur F. Keenan, U. S. Rubber Co., Chicago

Fred Keeney, Allied Mills, Inc., Portsmouth, Va.

Frank J. Kohout, A. C. Horn Co., Minneapolis

—L—

Jerry P. Lacy and wife, West Central Co-operative Grain Co., Omaha

Gilbert P. Lane and wife, Arcady Farms Milling Co., Chicago

John Long and wife, Columbia Malting Co., Chicago

F. Maynard Losie and wife, Hallet & Carey, Minneapolis

—Mc—

D. MacDonald, Ogilvie Flour Mills Co., Fort William

Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis

Frank J. McDermott, wife and daughter, Rodney Milling Co., Kansas City

C. A. McElevey and wife, The Day Co., Minneapolis

—M—

Russell B. Maas and wife, Screw Conveyor Corp., Hammond

John Mack, wife and daughter, Standard Milling Co., Buffalo

Ben J. Many and wife, B. J. Many Co., Inc., Chicago

C. R. Medland, Mumford-Medland Ltd., Winnipeg

Fred Melberg, W. D. Allen Mfg. Co., Chicago

Arthur J. J. Meyer and wife, McCabe Brothers Grain Co., Ft. William

Grover C. Meyer, Kansas City (Mo.) Power & Light Co.

Ken S. Miller, Canadian Pacific Elevator, W. St. John, N. B.

R. H. Miller, Chief Inspector, Board of Trade, Indianapolis

David K. Milligan, Port of New York Authority, New York

R. W. Morgan and wife, W. S. Nott Co., Minneapolis

T. L. Musser and wife, Western Stevedoring Co., Erie, Pa.

—N—

Paul Naehner, B. F. Gump Co., Chicago

Frank Ness, Strid Grain Co., Green Bay, Wis.

—O—

V. L. Oliver, Superior Separator Co., Minneapolis

Oscar W. Olsen and wife, Globe Elevator Div., F. H. Peavey Co., Duluth

Paul A. Olson, The Glidden Co., Chicago

Arthur B. Osgood and wife, The Day Co., Minneapolis

—P—

W. E. Philips, Link Belt Co., Chicago

William J. Porter, Russell-Miller Mlg. Co., Grand Forks, N. D.

Fred J. Portlence, Froedtert Grain & Malting Co., Milwaukee

George Potgeter, Potgeter Grain Co., Wellsburg, Ia.

Percy C. Poulton and wife, N. M. Paterson & Co., Ltd., Ft. William

R. B. Pow and wife, Reliance Grain Co., Ltd., Ft. William

—R—

Edward J. Raether and wife, Chamber of Commerce, Minneapolis

O. W. Randolph, O. W. Randolph Co., Toledo

Fred A. Rech and wife, Arcady Farms Milling Co., Chicago

Victor H. Reid, Hart-Carter Co., Minneapolis

Louis Rendell, Pratt Food Co., Hammond

Gilbert B. Richards, Imperial Belting Co., Kansas City

Henry Richardson, Richardson Scale Co., Clifton, N. J.

Ingram H. Richardson, Richardson Scale Co., Chicago

O. B. Roberts, B. F. Goodrich Co., Chicago

—S—

Clifford C. St. Cyr, Hart-Carter Co., Minneapolis

H. S. Sayre, Fuller Co., Catasaugua, Pa.

George Schaffer, B. A. Eckhart Milling Co., Chicago

Felix M. Schwandner, Great Lakes Elevator Corp., Chicago

Al Schwartz, Tonawanda Engineering Co., Tonawanda, N. Y.

Vincent Shea and wife, Van Dusen-Harrington Co., Minneapolis

Fred A. Sibbald, National Grain Co., Ltd., Ft. William

Frank L. Slepicka, American Miller, Chicago

Dr. B. N. Smallman and wife, Board of Grain Commissioners, Winnipeg.

Frank Stafford, Gerstenberg & Co., Chicago

Ward Stanley, Standard Milling Co., Kansas City

Clifford Steiner, Central Soya Co., Decatur, Ind.

T. A. Strid, Strid Grain Co., Green Bay

—T—

Walter H. Teppen and wife, Occident Terminal Division, Russell-Miller Milling Co., Duluth

Clarence W. Turning, SOGS Safety Contest Director, Minneapolis

—V—

Herman Von Gunten, Central Soya Co., Decatur, Ind.

—W—

Charles F. Walker and wife, Archer-Daniels-Midland Co., Council Bluffs

Wirt D. Walker, Arcady Farms Milling Co., Chicago

W. A. Weidenmann, W. C. Weidenmann & Son, Kansas City

Sigurd O. Werner, Northwestern Miller, Chicago

Harold Wilber and wife, A. E. Staley Mfg. Co., Decatur

W. C. Wilcox, Imperial Belting Co., Chicago

Billings Wilson, Port of New York Authority, New York

Charles J. Winters, Public Grain Elevator, New Orleans

# Why the *Steinlite* is TOPS

The Steinlite  
One Minute  
Moisture Tester



There are more Steinlite electronic moisture testers in use than all other electric types combined. Among grain men this leadership is due to its ability to save time... and man power... to keep farmers happy by not having to wait at elevators with loads of grain... and to important savings in tester operating costs. The Steinlite is FAST—a test can be made in 1 or 2 minutes.

Seedburo—"HEADQUARTERS" for grain and seed house supplies. Send for FREE Seedburo Catalog No. 144

It is ACCURATE—calibrated against official Government oven methods.

EASY TO USE—like tuning a radio.

LOW UP-KEEP—consumes about as much electricity as a 40-watt bulb.

PORTABLE—light, neat and compact.

DURABLE—made of the very best materials—built to last.

IMMEDIATE SHIPMENT FROM STOCK. Order your Steinlite NOW. 10 day free trial.

626 BROOKS BLDG.,

CHICAGO 6, ILL.

**SEEDBURO**  
EQUIPMENT COMPANY





## LADIES ROYALLY FETED

SOGES womenfolks were the appreciative guests of hospitable Chicago processors this year at a series of luncheons and dinners that will be long remembered. To the following gracious hosts the convention-widows paid their sincere thanks for making their visit to Chicago so enjoyable:—

Albert Schwill & Company (Maltsters)

Columbia Malting Company (Maltsters)

Hales & Hunter Company (Maltsters-Feed Manufacturers)

Archer - Daniels - Midland Company (Linseed Oil-Soybean Processors)

Spencer Kellogg & Sons, Inc. (Linseed Oil-Soybean Processors)

Following a busy morning of registering, renewing acquaintances, meeting first-timers, and visiting the Art Institute or noted Hull House, fifty or more ladies enjoyed the delightful Albert Schwill & Company luncheon at the Medinah Club.

A card party followed, prizes donated by the Associate Members—and were the players surprised and thrilled. Hot water bottles, a humidifier, perfume, luncheon cloth, thermometer, playing card sets, letter openers, hand brushes, a number of checks, etc., were awarded—including a generous one designated as a consolation prize. Donors included:—

Richardson Scale Co., Chicago.

Weevil-Cide Co., Kansas City.

O. W. Randolph Co., Toledo.

Hart-Carter Co., Minneapolis.

The Day Co., Minneapolis.

Seedburo Equipment Co., Chicago.

Langdon Supply Co., Kansas City.

Underwriters Grain Ass'n, Chicago.

Northland Machinery & Supply Co., Ltd., Fort William.

B. F. Goodrich Co., Chicago.

B. F. Many Co., Inc., Chicago.

Hallet & Carey Ltd., Fort William.

W. S. Nott Co., Minneapolis.

Dinner at Tracy's, a delightful spot particularly designed to catch the fancy of the ladies, followed with the generous compliments of the Columbia Malting Company.

Beating the proverbial crowing rooster out of bed Friday morning, the gals just got in under the wire to get seated before the Breakfast Club Radio Show went on the air at 8 a.m. Crooned to, they had quite an experience, particularly since many tune in this program regularly. The Spencer Kellogg & Sons breakfast party followed, after which the Marshall Field Museum of Natural History and Science or the Rosenwald Museum were visited.

Meeting at Marshall Field's the ladies completely enjoyed the delectable Hales & Hunter Company luncheon in the Narcissus room. Afterwards however, they skipped the visit planned for the Stock Yards in favor of shopping.

# DOW CHLOROPICRIN

FOR  
GRAIN  
FUMIGATION  
AND  
RODENT  
CONTROL

Complete information  
available on request.

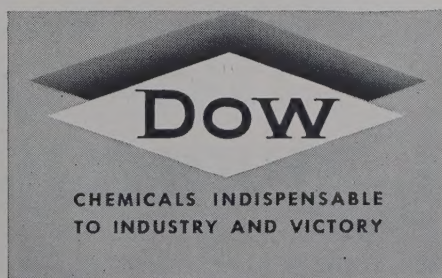


## THE DOW CHEMICAL COMPANY, MIDLAND, MICHIGAN

New York • Boston • Philadelphia • Washington • Cleveland • Detroit • Chicago • St. Louis  
Houston • San Francisco • Los Angeles • Seattle

### DOW FUMIGANTS INCLUDE:

Methyl Bromide  
Carbon Tetrachloride  
Ethylene Dichloride  
Propylene Dichloride  
Carbon Bisulphide





Four o'clock found the wives all decked out for a cocktail party fancily given through the courtesy of Ben Many of the B. J. Many Company, Chicago. Rumor has it that the rare vintages and delicious hors d'oeuvres served, to say nothing of the clever combination pocket book-wallets given made a big hit. Friday evening meant the Shedd Aquarium.

Saturday morning included the Adler Planetarium or a trip to Chinatown or the zoo, followed by the Archer - Daniels - Midland Company luncheon delightfully served in the famous Marine Dining room of the Edgewater Beach hotel on the shores of Lake Michigan's "Uptown." Here the ladies tarried, toured the beachwalk, perhaps went wading.

Returning the pleasant eight miles to the Medinah Club headquarters, the mesdames had just enough time to change for the Associates' cocktail party preceding the dinner program, dancing and entertainment which all so thoroughly enjoy each year. Cor-sages were thoughtfully provided by Russell B. Maas of Screw Conveyor Corp., Hammond.

Credit for weeks of planning and working go to Mesdames Emil Buelens, chairman, E. R. Anderson, Lloyd Forsell, Steve Halac, and Leonard Danielson. The smooth manner in which each feature melted into the next and the full agenda of varied and interesting events was highly commended.

#### Chapple Enjoyed Convention

It was nice to be with the boys at the recent SOGES convention. They are a grand crowd and I always look forward to enjoying their discussions. I know of no harder working association.—Bennett Chapple, Assistant to President, The American Rolling Mill Co., Middletown, O.

#### President Brand Writes

In our first official communication as President of the Superintendents' Society I desire to express my appreciation of the faith and confidence the members have in elevating me to this exalted position. And, as stated at the convention, with the help of the other loyal officers, directors, and wheel-horses I will carry on to the best of my ability, and spare no efforts to fulfill my duties.



First of all I want to thank the Chicago Supers for all the many details necessary to carry out without a serious hitch the very fine program set up for our enlightenment and the various problems confronting all connected with the handling of grains and their numerous products.

Secondly we feel grateful to these boys and to the Associates who so kindly assisted in making the convention the best yet. All, including the Managers, deserve a blue ribbon for the very splendid showing in the way everything was carried on.

All said and done, we came away with a lot more information than we imparted, and believe that is true all along the line. In fact we had one excellent time—even if we did have to work.—Herbert C. Brand, Quaker Oats Co., Cedar Rapids, President-Elect, SOGES.

#### A "Buck" for Us

Enclosed is a dollar for my subscription to "GRAIN"—which I enjoy very much.—Ken S. Miller, C. P. R. Elevator, West St. John, N. B.

#### Privilege to Attend

It was a privilege to attend the convention of the Society of Grain Elevator Superintendents. Mr. Milligan and I derived a great deal of benefit therefrom. As I told you we are new in this grain handling business and have a lot to learn. The SOGES members are the ones who can enlighten us in the practical aspects of running a big grain elevator.

I think you had a splendid meeting, and are to be congratulated on the way it was arranged and conducted. The Secretary's job in societies of this kind is not always a happy one but you must have derived considerable satisfaction from this one.

May I offer two suggestions for next year's meeting: (1) I heartily endorse Paul Christensen's suggestion of more round-table discussion groups. However, they are still going to overlap unless the subjects with the greatest followings are assigned a time when all members can attend. Perhaps a way to accomplish this would be to send out a check list two months before the next convention and invite members to check the ones in which they would be interested. This would enable you to prepare a schedule that most delegates could meet.

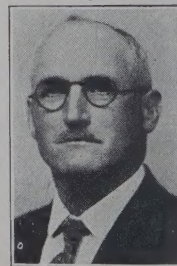
(2) Your display of 22 safety cups was quite impressive. It occurred to me that a photograph of this assembly of cups with an appropriate legend would be an effective piece of safety propaganda to post on the bulletin board at our grain elevator. Perhaps next year before the cups are given out, such a photograph could be taken.—Billings Wilson, Director of Operations, The Port of New York Authority, New York.

#### Jim Shaw Itching to Attend

I do appreciate receiving "GRAIN" and spend a lot of time perusing it. There's nothing I'd like better than to be with you all at the recent convention, but as this is impossible I'm sending my best wishes for the coming year. I hope you remembered me to the boys.

I'm sorry more Canadians do not attend, but I believe the time is coming when they will realize what a benefit the Society is.

Manage to keep myself busy around home and am feeling fairly well. Mrs. Shaw and I are alone just now, and if we're both here until the 19th of October we will celebrate our Golden Wedding Anniversary. I suppose it's almost too much to hope that the war will be over and our boys home by that time, but we sincerely pray it will be soon.—G. Jim Shaw, retired, Canadian Pacific Elevator, Port McNicoll, Ont.



#### Fire and Dust Proof Removable Section

# ELEVATORS

ELEVATOR CASINGS

SPIRAL CONVEYORS AND BOXES

SPOUTING AND BLOW-PIPING

THE "MILWAUKEE" CYCLONE DUST COLLECTOR

COMPLETE ELEVATING, CONVEYING AND DUST COLLECTING SYSTEMS

## L. BURMEISTER CO.

MILWAUKEE

WISCONSIN



### Convention Grand Success

The convention has come and gone and from my point of view it was a grand success. I attended every meeting and was very much interested and impressed with them all. I brought back some things which we are putting into operation in our plant and would like some more information on the car door remover which we saw operate at the Glidden Co. plant. We have written for the precise details on one of the car unloading devices explained and hope to hear soon.

The SOGES certainly can boast of a swell bunch of fellows. Charlie Harbin was born in Grand Forks and I knew his father very well. Harold Wilber used to spend his summers a few miles northwest of our farm where his father owned a large tract a few years ago. Slim Carlson has been here and so has Clarence Turning—so you see I was quite at home with them. Jack Gibbs has been here also and knows some Supers that I know, as does Walter Teppen, who has also been a visitor at our plant.

My son is a test engineer on that big B-24 engine they had in the Tribune War Bond exhibit and works at the Dodge plant there. I enjoyed the company of my 14 months old grandson while there and was only sorry I could not stay to visit the Board of Trade, etc. Have not been in Chicago since 1933 and can see a great change in the outlying sections since then due to war industries as well as natural expansion.

Our crop looks the best of any I saw either going or coming, but we had so much rain all Spring that the grain sits right on the surface and has a very poor root, which will not take any amount of abuse—so if we get hot windy weather the next two weeks it will greatly reduce our crop. I saw more acres of water along the way than I have ever seen before, not including the Great Lakes.

Will earnestly try to do my part on the New Membership Committee. Walter Teppen and I are planning on trying to line up a few more Russell-Miller men who should be in. Tell the Chicago boys we think they did a grand job on the convention.—William J. Porter, Russell-Miller Milling Co., Grand Forks, N. D.

### Convention Swell

SOGES convention was swell—thanks to the Chicago Supers. We all had an unusually fine time and received plenty in the knowledge department.—Ed Frauenheim, Jr., G. J. Meyer Malt & Grain Co., Buffalo.

### Most Profitable Convention

Again a word of appreciation for the vital contribution made by the Chicago Supers to what was for me especially a thoroughly superior convention.—Frank E. Blodgett, The Weevil-Cide Co., Kansas City.

### Well Attended and Worth While

The convention was certainly well attended and we feel that it was very well worth while for everyone fortunate enough to have attended.—Victor H. Reid, Hart-Carter Co., Minneapolis.

### Nearly Came

I came so near coming to the convention that I even had plane reservations. Business prevented. I know I would have received more inspiration and feasting on the developments of new ideas and listening to experiences which usually come the hard way than would have been possible for me to give out in return.

Grain elevators are successfully operated and the grain business is maintained by determination, prospective initiative and good old common sense—and I like to see this combination wear overalls part time.

The possibilities of a "quick" unloading grain device for the near future still haunts me and more power to the fellow who tops the problem.—Bob Hunt, Tacoma, Wn.

### Believes It Best Ever Held

We all arrived home safely after a very pleasant trip and feeling very fine. We had one of the best conventions ever and I think that out of our discussions, particularly on car unloading, before very long some thing will materialize to ease the worries of the "Supers."

Again I want to thank the Chicago boys for the good work they did in organizing the convention and the program, and also for the many personal attentions accorded all of us during our visit there.

Now that I have laid down the reins of office, I feel that my interest in the Society's welfare is greater than ever. I am sure that the enthusiasm of the members in attendance at the convention augurs well for the future.—R. B. Pow, Reliance Grain Co., Ltd., Fort William, Director, SOGES.



## Learn something about your War Bonds from this fellow!



**THE BEST THING** a bulldog does is **HANG ON!** It's mighty hard to make him let go!

And that's the lesson about War Bonds you can learn from him. Once you get hold of a War Bond, **HANG ON TO IT** for the full ten years of its life.

You buy War Bonds because you want to put some of your money into fighting the war. But . . . if you don't hang on to those War Bonds, your money isn't going to *stay* in the battle.

And . . . you want to set aside some money for the future. No one knows just what's going to happen after the War. But the man with a fistful of War

Bonds *knows* he'll have a roof over his head and 3 squares a day no matter *what* happens!


War Bonds pay you back \$4 for every \$3 in 10 years. But, if you don't hang on to your Bonds for the full ten years, you don't get the full face value, and . . . you won't have that money coming in later on.

So buy War Bonds . . . more and more War Bonds. And then *keep* them.

## WAR BONDS to Have and to Hold

*The Treasury Department acknowledges with appreciation the publication of this message by*





# ***or ELSE!***

A dust explosion is a fast and ferocious worker that brooks no opposition. Whatever stands in its way is simply BLOWN OUT OF THE WAY! So to lick a disastrous dust explosion, provide a quick EXIT . . . an opening through which it can e-x-p-a-n-d, harmlessly out in the open air. Robertson Safety ventilators are designed to do just that.

Then, too, mounted on your elevator leg Robertson Safety Ventilators abolish risk of primary explosions by continually venting dangerous dust with unceasing gravity action.

Play safe with Robertson Safety Ventilators. Write for complete data.

**H. H. ROBERTSON CO.**

Farmers Bank Bldg.

Pittsburgh, Pa.



# Grain To and From Latin America

Grain to and from Latin America

IT IS a privilege and a pleasure to be with you again and to be afforded this opportunity of addressing you on a subject that is close to my heart—"Grain To and From Latin America."



The Port of New Orleans, which I have the honor of representing here today, in its architecture and in the languages and customs of some of its people, has much in common with Latin America. For this reason,

but particularly because of its favored geographical location and modern facilities, New Orleans is rightly conceded to be the most logical Port through which commerce should flow to and from Latin American countries.

As a result of our Government's "good neighbor" policy scores of Latin American businessmen have visited New Orleans. We have enjoyed having these charming people as our guests because we have found them to be dignified, reserved and cultured people; products of a civilization that stretches back into antiquity.

Wont Withstand Wear and Tear in N. Y. C.

THE average subject of the United States has little or no concept of the antiquity of Latin American civilization. Just the other day Senor Jose Lopez, who represents a large Mexican grain importing house, told me the story of the fellow from Brooklyn who was visiting in Mexico and to whom Senor Lopez undertook to point out the many beautiful points of interest in Mexico City. They were passing thru the portals of a magnificent cathedral when the boy from Brooklyn asked.

"How old is this building?"

"500 years," answered Sr. Lopez.

"You're kidding," replied the Brooklynite, "In New York we put up better buildings than this, but they fall down on us in less than 100 years."

With the exception of Argentina and Chile, every other Latin American country at one time or another must supplement their own crops of corn or wheat by importations from other countries. Even though they are classified as agricultural nations, because of the primitive manner in which lands are tilled, plus lack of proper irrigation, the crops produced by most Latin American countries

cannot be depended upon to take care of the requirements of their respective populations.

I mention only corn and wheat because other grains, such as barley, rye, and oats, are either scarcely used in Latin American countries or else produced in quantity sufficient to meet local demands.

## Corn Their Mainstay

DUE to their geographical positions, Argentina and Chile supply the requirements of South American countries with the exception of those bordering on the Caribbean Sea. The Caribbean nations, due to better transportation facilities, look to the United States as their source of supply. Middle America and Mexico depend almost entirely on the United States to meet their needs. In these countries there is a large percentage of Indian population who, from centuries back, consume corn as their principal sustenance.

In Mexico, corn or "maize" as it is called in Spanish, is the crop that spells abundance or privation, as from the most humble abode to the richest mansion corn is used in one way or another. There is not a Mexican alive today who will not describe for you the making of the well-loved tortilla as one of the fondest recollections of his childhood.

He will tell you how the corn was first boiled with lime. After boiling it was ground on a flat stone, called a metate, mounted on three short legs behind which Indian women knelt and with a stone roller ground the corn into mush. This stone roller, incidentally was never used by the women as our girls sometimes use the rolling pin, as the effect on the husband would have been disastrous.

## Keen Sense of Smell An Asset

AFTER the mass of mush had set, the women, wetting their hands in a lime solution, patted the mixture into a thin pancake, the thinner the better the grade. This pancake was then roasted on a circular disc of clay resting on three big stones over a pitch pine fire. The clean smell of the burning pine added to the fragrance of the roasting corn filled air, inviting all to join in on a Taco, as it was called by the Indians.

With the advance of civilization this picturesque but primitive scene is rapidly disappearing. Today large industrial institutions boil the corn, mechanically grind it and sell it commercially to the natives.

But the market for our corn is in nowise diminished. The demand is larger today than ever before. From New Orleans alone we have exported many millions of bushels to our Latin American neighbors, yet this is only a drop in the bucket when compared to the amount we could export if we cared to make the effort. But first we must thoroughly learn and religiously observe the needs, requirements and business methods of those nations.

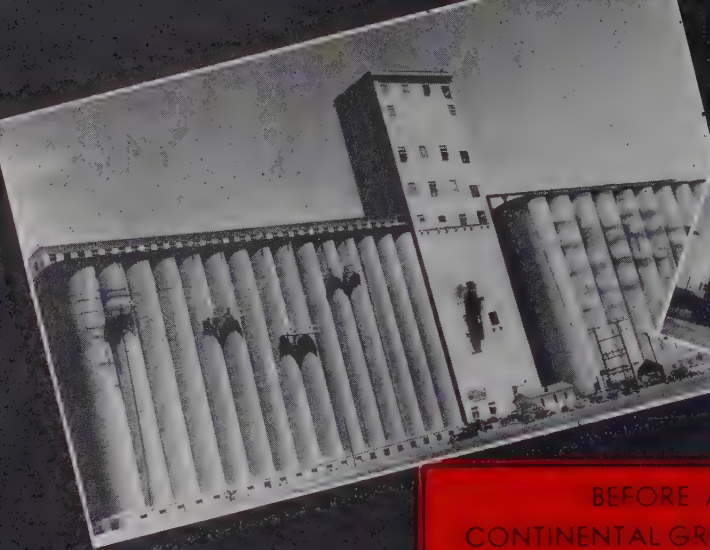
## Depression Surplus Wanted

WE BELIEVE that every single surplus bushel of wheat and corn produced in the Mississippi Valley could annually and profitably be disposed of in Latin America. The markets and facilities are already at our disposal. Besides many fine, efficient railroad lines, the Almighty Himself has provided us with the most economical transportation system in all the world, a transportation system that serves the whole Mississippi Valley impartially and which has its terminus at the great and bustling Port of New Orleans—the Mississippi River.

There is not an individual in the Western Hemisphere today who would not benefit from such a development. The staggering sums our government wasted during the period of surplus grain crops would never again be necessary and a Latin American solidarity would be established free from the power-politics of European troublemakers.

I can think of no better suggestion to make to the members of this great Society than this: Maintain an interest in the Latin American nations. They are predestined to be our closest friends and probably, in time, our most formidable allies. We of the Grain Trade can do our part in aiding other forces in our national life to help our good neighbors develop themselves as they would have developed long ago with our understanding and with our aid.





BEFORE AND AFTER  
CONTINENTAL GRAIN CO., ENID, OKLA.



CEILING, UNDER  
DOCK, HALF OF  
ONE UNIT, 798  
UNITS.



GRAIN ELEVATOR  
DOCK AND WARE  
HOUSES, NOR-  
FOLK, VIRGINIA.



MOORE-LOWRY FLOUR  
MILLS, REA PATTERSON  
BRANCH, COFFEYVILLE,  
KANSAS.





# SEE!

Here's what we mean when we say — Weatherproofing and Restoration jobs done by B. J. Many Company are *expertly* done . . . providing maximum protection against moisture and deterioration.

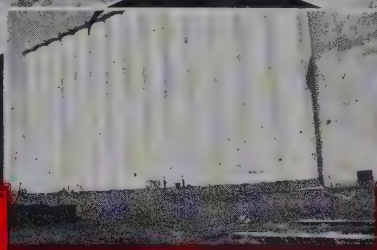
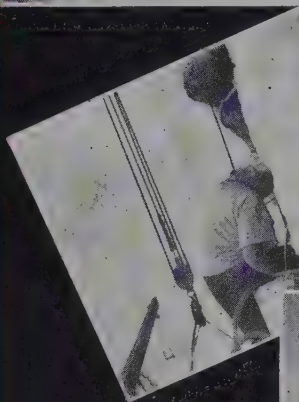
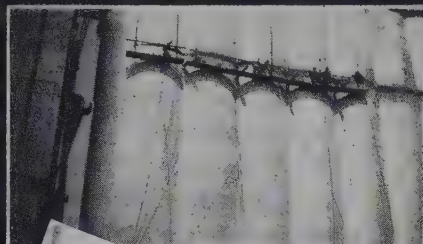
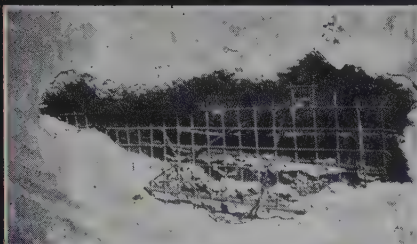
A B. J. Many Company job costs more; it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

Plan now for post war protection of your properties. Write

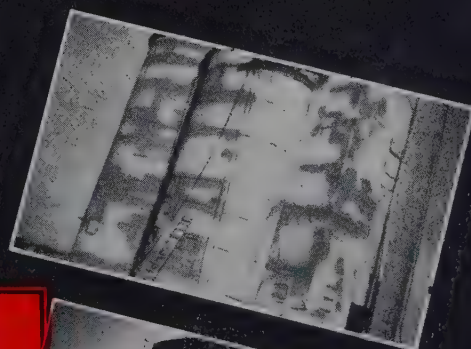
**B. J. MANY CO., INC.**

30 N. La Salle Street - Chicago 2, Ill.

213 State St., Detroit Baltimore (Md.) Life Bldg.



SECURITY ELEVATOR CO.  
HUTCHINSON, KANS.  
VIEWS OF ELEVATOR B



SECURITY ELEVATOR CO.  
HUTCHINSON, KANS.  
VIEWS OF ELEVATOR C



# CAR UNLOADING DEVICES

*Highlights of the minutes of the Superintendents Society's session on the various methods proposed, being developed, and on trial for unloading cars of bulk grains or grain products at their recent Chicago Wartime Conference are given in minute detail.*

*Shortage of labor and the increased time required for unloading by inexperienced hands will, in the opinion of the participants, result in the wholesale installation of unloading devices best suited to the physical requirements of the plant and the character of the business conducted—but only after ample trial installations recommend this or that equipment to others, as will be reported in future association releases.*

*Oscar W. Olsen, Globe Elevator Division, F. H. Peavey & Co., Duluth, presiding; Clarence W. Turning, SOGES Safety Contest Director, secretary.*

Mr. Olson: We have about the same type of cars that we had years ago, and the steel cars will be with us for 15 to 20 yrs to come. There are not many more 50 ft cars than there were some years back. However, if you look at an old catalog of the vintage of 1900 you may find a picture of a bearded man with a shovel working in a 28 ft car. I would like to get some pictures to bring out the fact that we are operating almost the same as 50 yrs ago when it comes to unloading cars. Our trade has not been receptive to changes.

Conditions are getting worse and it is a matter on which something MUST be done. The owners depend upon the superintendents to tell them what can be done. We are not mechanical engineers, but we can offer suggestions as to what should be done on these matters. I hope that something constructive can be done here today to assure more efficient car unloading.

## Two Supers Create Answers

We want anyone who is interested to present any ideas he has that may help us to arrive at some solution. We have had some pioneers working at this problem, namely Ed Frauenheim and Emil Buelens. They went ahead to see what they could accomplish. Both met with success. Their installations can be made at little expense.

MR. BUELENS (giving chalk talk describing the device The Glidden Company is using)—A good many of you saw this installation at the plant yesterday. This is the shovel rig we have in operation there (see illustration). The man who is responsible for its development is Howard Cassin who is here today. Howard or I will be glad to answer any questions on it.

We do not claim that our machine is the ultimate answer to the problem, but we think it is a step in the right direction. We do not need expensive men to handle our rig; as a matter of fact we can use a green man or even a woman to operate it.

We have been handling about 46 cars a day and most of the men in the crew are green. We cannot han-

dle many more cars because we are limited for track space. We experience lots of delays on account of switching. We feel the results are good for these adverse times.

## No Fatigue After 12 Hours Unloading

The principal advantage of the machine we have in operation is that the men can work 12 hours a day, if necessary, and they will NOT be tired out at the end of that time. With the old shovel the men were pretty well worked out by the end of the shift.

This is a simple machine (describes it). There is no chance for the men to be tangled up in the ropes. We change over to the old wooden shovel for the final clean-up.

QUESTION: I think you have a very efficient set-up. As to the shovels, are they the same standard shovel? Ans.: Yes.

Q.: You have a 1½ inch shaft below the shovel lift; driven by a sprocket chain? Ans.: Yes. If it breaks down you can always go back to your old method.

A question was asked as to the operation of the tiller (pull-back) rope. Mr. Buelens said they had had no trouble with it.

One thing we did have difficulty with when we put the unit in was to get the man to use the rig. They did not want to use it, so finally we picked out a crew of foremen to try it out and give it a fair chance. Finally we said that no cars would be unloaded unless we did it by this new method. Now the men are used to it and they don't want to unload by the old shovel method even if we have a breakdown. They are sold on it and like it very much.

Answering a question as to the size of the pull back rope, Mr. Buelens stated it is ¾th inch and does not have to be a heavy cable.

Q.: What is the weight of the material in that shovel? Ans.: I do not know. The gauge of the metal is 10. The whole thing weighs about 80 lbs.

Q.: How many times do you have to change the block? Ans.: It is not changed at all. It stays in the corner shown until the floor is reached.

Q.: What is the time of unloading cars? Ans.: Thirty minutes with the change over. You clean up with the old shovels. On our new installation the shovels are a little too heavy for clean-ups on opposite sides, i. e., too heavy to throw around. Anyhow 75% to 80% is taken out before you change to the clean-up.

Q.: What is the size of the shovel scoop? Ans.: I don't know exactly, but I would say about 32 to 33 inches, the same size as an ordinary shovel.

Q.: How high are flanges on the sides? Ans.: About 3½ inches.

Q.: Is it a standard hitch for all cars? Ans.: Yes, we use the same block with two light nails. Even on plywood cars we find that heavy enough. On steel cars we use a chain around the beam. We have not had a car yet that we could not use it on.

Q.: What is the ratio as to speed? Ans.: About 10%, 5 to 4. Faster in the reverse direction.

## Could Unload Faster with Both Doors Open

Q.: How does it compare with your house, as to speed, with the Clark shovel? Ans.: We use two men with this. Before we used two and an extra man to relieve. I think it will average around 25 minutes per car or a little faster than the Clark. Most of the houses would be able to do better than this as we have very restricted space. Our grain cars are running 1700 to 1800 bu.

Q.: It would be a big help if you could open both doors. Why can't you do that? Ans.: Our pit does not extend to the other side.

Q.: If you could open both doors would it be faster? Ans.: Yes, you could do it a lot faster. You might not even have to change the shovel.

HAROLD WILBER: I would like to call attention to the fact that The Glidden Company has tried to do something. They have gone out of their way to help the rest of us. I think Emil Buelens especially has gone out of his way to help us. (Applause.)

OSCAR OLSEN: We have contacted all the machinery manufacturing



companies in the country, every possible equipment organization. They don't seem to feel that unloading box cars is a field large enough to go into. However, if they start checking up on the number of grain elevators I think they would be surprised and might want to change their minds. We have contacted cable control industries, bull-dozer people and other dirt movers. We found some cable controls running 600 to 700 ft per minute and were hoping that something like that could be adapted to our use. I am going to ask Paul Christensen to explain an installation at Minneapolis.

**PAUL CHRISTENSEN:** There is a development in Minneapolis which is so successful that the men on the other pits are asking that additional units be installed. It is a conventional type, however they have it hooked up so that both shovels run to the door at the same time. There is one clutch in and one out, operated by one lever.

#### Explains Two Shovel Operation

When the shovels reached the door at the same time they had trouble with jamming, so they cut down the size of the shovel. They now average 30 minutes to a car. The operation is very simple. They have an expanding bar that goes into the car that works on a screw and jack. To avoid the danger of an accident they have put a lot of reinforcement on it, so it stays in there okay. The operator stays in the car door so he can see both ways. The machine is operated with two drums, one above the other. It is very compact, about 4 x 5 ft. They do not clean the car out, instead they take this rig out and hook on to a cleaning machine to clean up.

**Q.:** Is the motor right on it? **Ans.:** Yes, the motor drums and driving mechanism is in one compact unit. It is 10 h. p. The shovels are about  $\frac{2}{3}$  the size of the usual shovel. They do not go all the way back. They were using six men on two tracks with two pits, however four were not doing anything. Three men could handle it easily and unload a car in a half-hour. This rig can only be operated on one side at a time. Part of the crew are on the clean-up. They keep the old Clark rig in the same place it was. It does not run off the same drum.

I might add that they previously used the same number of men with the Clark shovel formerly having a rig with pulleys, rope and big shovels with two cables attached to it. It was too slow; a dozen cars in 8 hours was all they were able to unload with it.

**OSCAR OLSEN:** Remember in making these installations you have to make allowances for the car door opener.

**ROY HEINRIKSON:** I got the bee in my bonnet that grain unloading could be done efficiently and economically by air, so I scoured the country to inspect various installations of this

ONE "QUICKIE" SALVAGE JOB ISN'T ENOUGH . .

# YOU'VE JUST BEGUN TO SCRAP!

**"ONCE OVER LIGHTLY"** doesn't even begin to turn up the full scrap potential of the average industrial plant. Tremendous quantities have been either neglected or overlooked.

Yet today, as American boys come to grips with the enemy, demand for scrap of all kinds—especially copper, brass and bronze—soars beyond all anticipations. The War Production Board stresses again that the enormous demand for copper scrap cannot possibly be met. It's our No. 1 salvage problem!

#### LOOK OFTEN—LOOK HARD!

So be ruthless with that old stuff that's been collecting dust since the Year One! Put a strong-arm executive in charge of your salvage operation and make it a continuous job! Tell him to use commando tactics if necessary, but to keep that scrap coming.

It's amazing what the second and third time around will yield when everybody is convinced that you mean business. Out they come—hidden tons of ancient parts and fittings, useless dies and jigs, everything from cotter pins to drill presses!

#### KEEP THOSE FURNACES GOING!

Right now, America's copper refineries are operating at an average of 80% of capacity. Think what that means! In some hard-fought action the cartridges just won't be there. *And your boy, or your neighbor's kid, will pay the price!*

If you put it off, you postpone victory. And a lot of swell fellows are going to have to spend just that much more time in the blood and muck of trench and fox-hole. You can't let that happen! Not while our steel mills alone need 13,000,000 tons of purchased scrap in the first half of 1944 to keep charging their furnaces!

#### WHAT IS DORMANT SCRAP?

Obsolete machinery, tools, equipment, dies, jigs, fixtures, etc., which are incapable of current or immediate future use in the war production effort because they are broken, worn out, irreparable, dismantled or in need of unavailable parts necessary to practical re-employment.

#### FOLLOW THIS RULE

If it hasn't been used for three months, and if someone can't prove that it's going to be used in the next three—sell it\*—or scrap it!

\*Scrap and used equipment dealers pay well for usable machinery and materials.

#### USE IT—SELL IT—OR SCRAP IT!

Maybe you can't use some good machinery—yet it hasn't reached the scrap stage. Okay—sell it. Usually somebody else is looking for that equipment. You'll get prices far better than those for scrap. And you'll do your Uncle Sam a good turn into the bargain.

#### HOW TO SELL YOUR SCRAP

If you have no regular scrap dealer, find one in the classified phone book. He'll buy usable materials, too; or you can find a Used Equipment Dealer in the same place.

Don't expect your scrap heap to be a gold mine—the dealer works under a price ceiling, the same as you do. But you will find there's a million dollar feeling in the knowledge that you're doing your part all the way. It's 100% better than the guilty sensation you get every time you pass some good metal you should have scrapped months ago!

## BUSINESS PRESS INDUSTRIAL SCRAP COMMITTEE

ROOM 1261, 50 ROCKEFELLER PLAZA, N. Y. C.

BUSINESS PRESS INDUSTRIAL SCRAP COMMITTEE  
ROOM 1261, 50 ROCKEFELLER PLAZA, N. Y. C.

Please send scrap manual

Your name.....

Company name.....

Company address.....

If you have done a successful salvage job at your plant, send details and pictures to this magazine.





## *Why Should I?*



... when year in and year out under every storage condition and degree of infestation Weevil-Cide can be depended upon to meet every fumigation requirement."

Safe and convenient to apply. Leaves no odor or other bad effect on grain. Possesses great killing power and is consistent as to results. Economical and involves no fire hazard.

So ... "Why switch?"

THE *Weevil-Cide* COMPANY  
 THE DEPENDABLE GRAIN FUMIGANT  
 1110 HICKORY STREET  
 KANSAS CITY, MO.



3 TO 1 CHOICE OF THE GRAIN TRADE



kind. I saw one in Philadelphia at the Publicker Elevator. They draw the grain up in the air 90 ft., having no legs. There is really nothing for the men to do except watch the hoses. There is no dust.

#### Unloads 4,000 Bu an Hour by Air

Believe this unit handles 3,000 to 4,000 bu of grain in an hour. Of course there is a considerable percentage spills out when you remove the grain doors in receiving plants of standard design and construction, probably 20%, but in this plant every kernel was removed by air alone.

Anyone can operate this suction system. They have 4 x 4 tubes with BX cable covering for long wear. Some extra sections are provided. The principle is like a vacuum surge and will give you a continuous pull on the grain. I saw several other installations around the country of the same description.

HOWARD SAYRE (explaining installation and drawing diagrams on blackboard of a 2-car arrangement with tracks on 18 ft centers and the receiver between the tracks so as to handle grain from either track): With this arrangement you can get a capacity of 3,000 to 4,000 bu per hour. Whether you are able to unload 4,000 bu or not depends upon your skill in cleaning up. With this equipment, run by a 75 h. p. motor, the suction nozzle is buried right in the grain. The grain is dropped into an air-lock feeder with provision for dust separation, and for complete screening we have a third stage of dust separation.

The hoses are 4 inches on each line. One man can handle them readily, or two men can be kept in a car with four hoses—one at either end.

Q.: What is the cost? Ans.: Eight to \$9,000 for the complete equipment, including motor, exhaustor and everything. This figure does not include the installation nor erection. It can be put in with very little work unless it is necessary to cut through some walls.

Q.: What is the speed of the unit? Ans.: Three to 4,000 bu per hour. We have to separate the air and the grain, that is why it is necessary to have a receiver.

Q.: Is it possible to install a larger motor and handle faster than 4,000? Ans.: You are limited to the size of the hose. However you could possibly handle a 5 inch hose, but that is as far as you can go. If you got too large hoses in the car they would be cumbersome. We have a distillery job where we installed a 5 inch hose, however with women doing the unloading it is a little too heavy for them. At the Schlitz brewery they handle about 1,460 bu an hour.

#### No Abrasion to Barley or Hy-Brid Seed Corn

Q.: How about the wearing quality of the hose? Ans.: It is a metallic hose especially adapted for power use,

with smooth bore, and a hardened steel liner. There is a smooth surface in the direction of the flow which keeps down friction and lessens the grain breakage—which is particularly essential in the brewing industry. We made one installation for hy-brid seed corn; since its success has been learned we have put in several. If we can handle this seed corn and not damage it, you would not have to worry about injuring your grain.

Specifically you should get at least six months' service from a hose. Have lots of them in service for a year. Of course the lighter the hose the less abuse it gets. We use a rubber hose only where we have abrasive materials such as silica, sand, etc. Rubber is heavy and hard to handle; metal is better for grain.

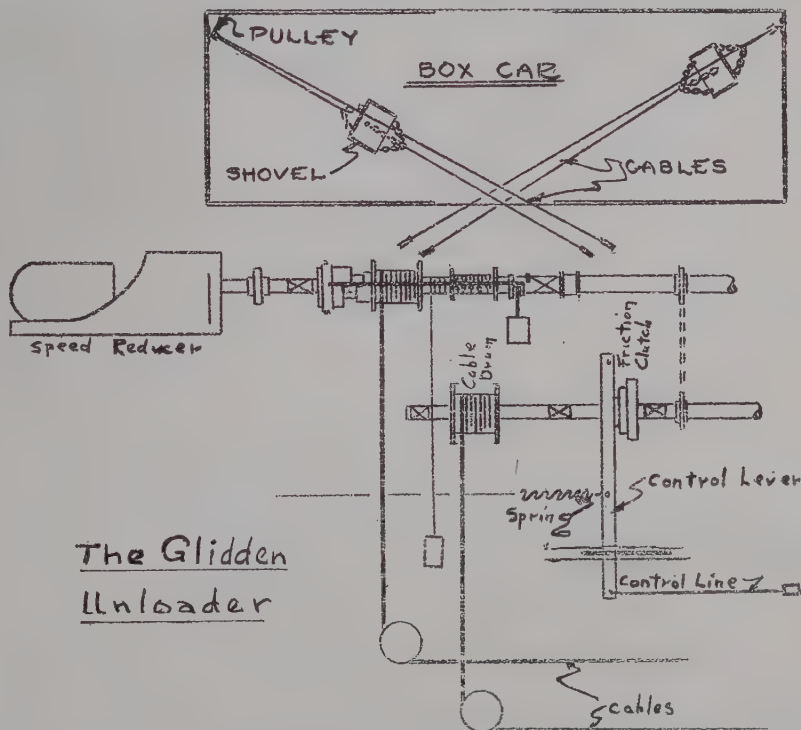
This equipment picks up the grain

—and we've had no accidents with it. (Showed model of clutch; pictures of rig.)

#### More Accomplished; Less Physical Effort

You are not going to work the men harder, in fact you are going to work them less with this unloading device. It is operated by a 30 h. p. motor, however the horse power depends upon the size of the shovel you want to use.

We don't have too much room and the machine has to be small, compact and simple. This one will handle 5 cars an hour with two men. It is a combination car dumper and scraper machine. The cost is soon saved by the savings in labor and time. The parts are readily available. It will



clean as the men work their way to the back ends of the car. With a skilled operator there is little cleaning up to do provided he cleans the car as he works back. This reduces the time usually allowed for cleaning up a lot. We add one 10 ft length to work the far end of the car. The top of the installation is about 6 ft higher than the car—about the size of an ordinary cyclone.

EDWARD FRAUENHEIM JR. (describing and illustrating his ideas): We use the Clark shovels at Buffalo and constructed something like Mr. Buelens has shown, however I was able to get by with one clutch where you men have two. We have a friction clutch where you have a jaw clutch. We find we can speed up unloading by teaching the men how to make fullest use of this clutch. We don't turn ours at 60 revolutions, but at 85

fit into your elevator with twelve feet of clearance (top to ground). It costs about \$15,000.

Q.: Will it actually clean out the car? Ans.: Definitely. All you have to do is to sweep it.

OSCAR OLSEN mentioned that one supply firm had something similar to the device explained by Mr. Frauenheim, however no one had had satisfactory experience with a unit.

HENRY RICHARDSON explained the principles of the Richardson car dumper, stated he felt it seemed rather ridiculous that one should consider a device that takes 4 men to unload a car in an hour when all you need to do is to pour it out. He had, he said, checked all the available types of car dumpers a year ago but that none compared with the Richardson dumper.

By tipping up a car to the slipping



angle of 15% the grain simply rolls out. It is the fastest and simplest method known. Our big dumper is far ahead of some of the older houses in the matter of speed, so perhaps some modification of our present equipment might better fill the needs of plants unable to take away the present large volume of grain our big dumper can unload.

Interesting, helpful discussion followed, both during the session and at every further opportunity.

#### Terminal Started

Work is under way on the new 1,000,000 bu terminal elevator to go up at Alva, Okla.

#### Machinery Production Aided

WPB is going to permit the production of grain, feed milling, processing and flour machinery and equipment after Oct. 1 at the rate of 100% of the annual average tonnage during 1939-40-41. Grinding, mixing, separators, magnetic separators, graders, blenders, feeders, pellet and puffing machines can be made up to 150%.

#### To Erect Soybean Plant

The Honeymead Products Co., Cedar Rapids, will soon begin the erection of a \$200,000 soybean plant at Washington, Ia. Included will be a feed mill and 200,000 bu storage on a 10 acre tract on the outskirts of the city.

#### IDLING MAY LOSE WAR

Appealing directly to war workers to stay on the job in order to prevent a possible military catastrophe, Lt. Gen. Brehon B. Somervell, commanding the Army Service forces, urged his Chicago listeners earlier this month to stop shifting from one job to another and to eliminate absenteeism. The 23,000,000 man hours lost in Chicago during March from absences and turnover represents the labor involved in building 1,000 four-engine bombers, 500 medium bombers and 500 fighter planes. "We will lose this war if we relax our efforts," he wrote.

#### Spontaneous Combustion

Spontaneous combustion in the expeller cake is credited as originating a blaze in the cake tank at Swift & Co.'s soybean mill at Champaign, Ill. Workmen fought the blaze until a slight explosion took the fire out of their control, when the fire department was called.

#### Dermatitis, an Allergy

Correspondents feel that "grain rash" is an allergy that can be caused from breathing dusts as well as from contact with the skin. If so, protective creams won't do much good.

One suggestion seems reasonable. Have afflicted employees bathe and thoroughly clean the skin daily.

#### Million Dollar Expansion

The largest solvent extraction plant in the U. S. is now under construction at Decatur, Ill., for the A. E. Staley Mfg. Co. A 35 acre lake is included in the \$1,000,000 construction project. Five hundred tons of soybeans daily will be processed.

## It Comes in the Mail--

**OR... How to Keep  
from Growing Old**

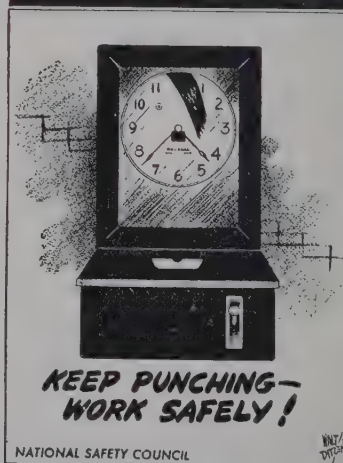
*Dear Meester:*

*I got your letter about what I owes you. Now you be pachent. If this was judgment day and you wuz no more prepared to meet your Master as I am to meet your bill, you would sure have to go to hell.*

*Trusting you will do this, I am  
Yours truly,*

Please don't answer us like this when we send you your subscription statement. Don't you think "GRAIN" is worth "a buck" to you? Send in your dollar now and save us the expense of billing you. We'll use the money to send you twelve more issues of "GRAIN," each still better and more helpful to you than those you have been getting for the last several years. Thanks a lot!

#### ACCIDENTS HELP THE AXIS



*We must be willing to pay a price for freedom, for no price that is ever asked for it is half the cost of doing without it.—H. L. Menken.*



# Proper Induction Motors For The Elevator

By WILLIAM H. FEEMSTER, Retired Super

THE choice of the proper induction motors for elevators plays an important part in securing a suitable power factor for the plant, and it should always be given careful consideration. The induction motor, however, possesses one disadvantage in that the current which it draws from the distributing system is lagging; it requires almost as much lagging reactive current at no load as at full load. The induction motor should be applied, therefore, in such a manner that it will be as nearly fully loaded as feasible, for the application involved.

High-speed induction motors have higher power factors than lower speed induction motors, and for this reason motor speeds as high as the application permits should be used. With belted motors, care should be taken that the speed be kept within the safe limits in regard to belts and bearings. Small induction motors are, almost without exception, the most suitable for individual drive.



IN large grain elevators owned and operated by steam railroads an air compressor is frequently used, and affords an excellent opportunity for the use of a synchronous motor, which is inherently a unity power factor and can be made for 80% leading power factor or better. There are a few other motors in a grain elevator which can be changed over to synchronous motors, but as it is necessary to use two collector rings for the D.C. field excitation current on the synchronous motor, this change would create a hazard.

The synchronous condenser is, in effect, the synchronous motor with an exceptionally strong field current, so that it will give an unusually low leading power factor and is used entirely for power factor corrections. This type of equipment is seldom made in small capacities, as it is a rotating equipment and requires certain maintenance that would be more expensive to operate than the static condenser.

The static condenser or capacitor is the most generally used equipment for power factor corrections, and it generally consists of strips of metal foil separated by a high grade of insulating paper. These strips are wound in an oval shape, depending upon their capacity, and are placed into metal containers. They are made for different voltages, and are filled with different insulating mediums.

## Hazard Remained

THESE condensers at one time used oil in the containers, but this, while satisfactory, required an absolute airtight container and always presented a fire hazard in the event of the breaking down of the capacitor. For some reason or other wax was then used to fill the container, and was found satisfactory for years, but the fire hazard still remained.

While there was less than 1% of the capacitors manufactured that broke down in operation, when this occurred there was danger of an explosion, bursting the can open and setting fire to the wax. There has recently been developed a solution called "Pyranol," which is at present being used by several capacitor manufacturers. This solution is not only a much better insulator than the wax, but is fireproof, which practically eliminates the fire hazard with the use of Pyranol capacitors. To date there has been practically no breaking down of the capacitors. All high voltage capacitors are separately fused, and connected in the line by an oil circuit breaker.

Capacitors may be had in large banks, 3,000 K.V.A. and over, and also in units as small as ½ K.V.A.

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# There **MUST** be a very **GOOD REASON** for the GROWING POPULARITY of **C. C. C. — GRAIN** and **MILL FUMIGANTS**

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## PLAN NOW

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**I**NSIST upon having your weatherproof work done painstakingly and expertly, as did the J. J. Badenoeh Co., Chicago, whose plant is pictured above in the process of being scientifically preserved by the

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### Boxcar Tightness Levelling Off Movement Peak

Shortage of labor and boxcars spell an expanded movement period again this year. Whereas between 60,000 and 70,000 carloads of grain and grain products usually move weekly during the crop harvesting peak the present loadings, while at least 25% above those of 1942, are considerably below the typical "rush" figures everyone is used to reading. Recent weekly loadings are:

	1944	1943	1942
June 10 .....	43,895	45,466	34,684
June 3 .....	37,107	38,377	35,871
May 27 .....	41,125	43,426	32,869
May 20 .....	40,640	42,929	34,412
24 wks (+000)	1,093	1,105	893

This last row indicates a 1.1% decrease in the loadings for 1944 under those of 1943, but an increase of 22.4% above those in 1942.

Export grain unloaded at tidewater totaled 3,443 during May compared with 6,084 the previous year, a 43% decrease.

### Canada to Ship 170 Million Wheat

In the crop year ending July 31 the Dominion government expects imports of wheat by the U. S. from Canada to reach 170,000,000 bus. Another 125,000,000 bus. of oats, barley, rye and flaxseed anticipated moved will bring the figure above the 300 million bus. point.

### Cargoes Above Last Year

During the first two navigation months this year 82,315,761 bus. of grain moved on the Great Lakes—more than double the quantity moved during the same period last year.

### Yucatan Gets U. S. Corn

Yucatan has purchased 4,000 tons of corn from the U. S., according to a dispatch, despite the acute shortage domestically.

### Wheat Grind Gaining

Wheat ground during May by 975 mills totalled 41,984,215 bu., not including 4,151,030 bu. ground into granular flour by 33 of those reporting. The year previous 1,022 mills ground but 35,482,034 bu.

During April 975 mills ground 40,972,352 bu. wheat, not including 3,697,372 bu. ground into granular flour by 32 of those reporting. The previous April 1,026 mills ground 40,667,699 bu. wheat.

### Use 10,000,000 Bu Wheat

Only about 10,000,000 bu wheat has been used in Canada in the production of alcohol during the 1942-43 crop year, according to statistics released. Larger quantities will be used in the present crop year.

### RECORD WHEAT CROP FORECAST

With a 20% increase in the spring wheat acreage and rains when most needed in the southwest winter wheat area, the production of wheat this year promises to reach about 1,034,785,000 bus. compared with the 1915 record of 1,008,637,000 bus., according to the USDA.

Forecasts for other grain crops include: Oats, 1,193,410,000 bus. compared with 1,143,867,000 bus. last year; rye, 31,608,000 bus. compared with 30,781,000 bus. last year, and barley, 299,533,000 compared with 322,187,000 bus. last year.

### Kansas Crop Excellent

Kansas is harvesting the best crop of wheat in years. Dealers everywhere report heavy test weight with protein running one to two points lower than last year. Milling and baking tests on the new crop are showing up wonderfully well despite the lower protein content. Yields in many areas are reported better than expected, and barring unfavorable harvest weather we would not be surprised to see the yield exceed the last government estimate.

The shortage of cars is the main bottleneck holding up the movement, but the crop will all be moved in time, and we should keep in mind that it is also important that our boys on the fighting fronts receive adequate supplies which also requires railroad equipment.—Bob Ginn, Kansas Milling Co., Wichita.

### Alcohol Production Up

Production of 190° alcohol in the first four months of the year was at a record rate of 192,200,000 gals, as compared with 137,400,000 gals during the same period the year before. Requirements for 1945 will be 634,000,000 gals against an estimated supply of 639,800,000 gals. Synthetic rubber is taking 57½% of the production.

### Corn Grind Improves

During May eleven corn refiners ground 9,022,945 bu corn for domestic use, as compared with 6,391,385 bu the month previous and 10,106,906 bu a year ago.

### South American Corn Coming

About 6,000,000 bu corn will be imported into the U. S. from South America during July by private importers.

### Flaxseed Crashings Set Record

A new high of over 42,000,000 bu in the crashings of flaxseed was established during the first nine months of the 1943-44 season, states WFA. Unusually large shipments from Canada and moderate imports from Argentina supplemented domestic supplies.



### Same Rates for Vets

The same rate of pay he was getting when he entered the service or the wage rate presently paid can be given re-employed veterans without applying to WLB for approval.

### No Union Notices

If you customarily followed a rule against posting notices of all kinds you can probably prevent a labor union from posting union notices on the premises of your plant.

### Adds Another Wheel

To eliminate an increasing number of accidents from tipping or falling two wheeled bag trucks, Archer-Daniels-Midland Co. is adding a third wheel to the rear center.

### Hits Jackpot

Virginia Burrows, born June 19th and tipping the scales at 8 lbs. 2 oz., is the third daughter of Mr. and Mrs. Parke Burrows. Mr. Burrows is general manager of the Seedburo Equipment Co., Chicago, and attended the recent SOGES convention sparingly.

### Paul Blodget's Son Graduates

Bob Blodget, son of Mr. and Mrs. Paul Blodget, graduated from Roseland High School on June 6th at the age of sixteen. Formerly with Arcady Farms Milling Co., Paul joined Wiedlocker & Son at Springfield (Ill.) during the school term, however, Bob continued his schooling at Roseland making outstanding grades.

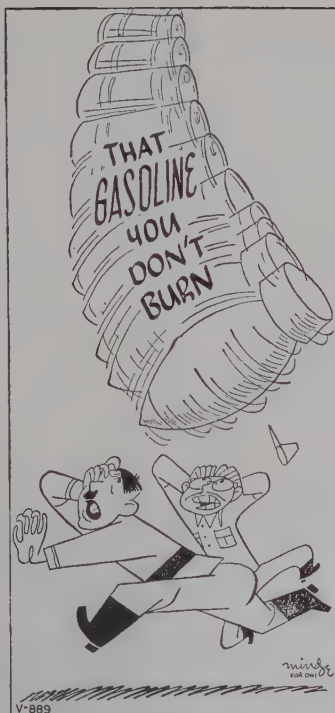
### Son Born to Frauenheims

We didn't notice that Ed Frauenheim was particularly nervous at the convention. We thought he looked robust and as energetic as always, but perhaps we didn't look closely enough. Perhaps others noticed it, but if they did they failed to mention it to us. But the news is out now. Mr. and Mrs. Frauenheim are the proud parents of a baby boy born May 29th. Congratulations, Ed, and you'd better get that car unloader perfected before the youngster wrecks all of your models.

### BUY U. S. WAR BONDS

#### Can Hire Only Through USES

Effective July 1 all male labor must be hired through the U. S. Employment Service or such channels as it may designate. This national program results from the setting up of a nation-wide system of manpower priority referrals to give war industries the labor they need. Women as well as men have been brought under the priority referral system in many communities.



### Jim Kier to Toledo

Peyton ("Jim") A. Kier becomes active manager on July 15th of the Toledo plant of the National Milling Co., a division of the National Biscuit Co. of New York. With Standard Milling Co. at Kansas City for 27 years, Jim was assistant to Oscar T. Cook in the grain department, having worked up from the mill, laboratory, elevator and office.

Considered the largest single soft wheat plant operation in the world, the Toledo mill turns out 18,000 cwt. daily and has 4,500,000 bus. storage capacity. The company also operates flour mills at Carthage, Mo., and Cheney, Wash.

Mr. Kier also will direct the wheat buying for the Shredded Wheat division of the National Biscuit Co. at Niagara Falls, N. Y., and at Niagara Falls, Ont., as well as for Oakland, Calif. [His post at Kansas City is to be filled by John Blowers, transfer of the trading floor membership having been completed.]

Jim was elected a director of the Superintendents' Society in 1942, due to his active participation in the association's local and national undertakings. He served on various SOGES committees before that while still at the plant. He just completed a term as secretary-treasurer of the Kansas City Chapter, and served as a director previously. [John Blowers, interestingly enough, was elected to succeed Jim as secretary-treasurer before this change was thought of.] Of two things all may be sure: Jim will succeed admirably in his new responsibility, and there'll be a new SOGES chapter at Toledo before the snow flies.

### Laugen To Downtown Office

Increased soybean operations have forced the Chicago offices of the Archer-Daniels-Midland Co. to be moved from the mill to the Wrigley building, 400 N. Michigan, Chicago, 11. Gordon E. Laugen, retiring president of the Chicago SOGES Chapter, is office manager, and states the new offices will give ample space to the enlarged staff.

### Manager Warren Deceased

Word has just been received of the death of A. E. Warren, Manager, Canadian National R. R. Elevator, Midland, Ont. No dates were mentioned.

### Carl Melcher Dies

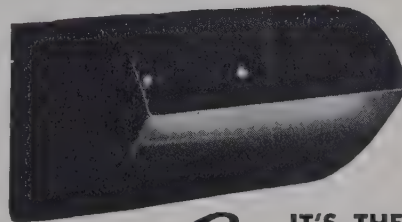
Carl R. Melcher, Supervising Inspector of the Baltimore Chamber of Commerce, died suddenly on May 31st. This news came as a great shock to his many friends, as he was in good health up to the last.

His favorite hobby was motor boat building and also he showed a remarkable skill in science, electricity and woodworking. The passing of Mr. Melcher ends a career of outstanding service which began with his appointment as hay inspector and weigher on Aug. 20, 1908.—Frank A. Peterson, New Jersey Flour Mills, Clifton.

### Hollis Graves' Son Marries

Duluth, Minn., June 14—It is with deep regret that I am unable to have my company represented at our SOGES convention. My son is getting married this week-end and it takes all our time. Give my best regards to all the boys.—Hollis Graves, Capitol Elevator Co.

*They get medals and wooden crosses;  
we buy War Bonds.*



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IT'S THE  
*Curve*  
THAT COUNTS

No other elevator bucket in the world can give you Calumet results . . . because no other bucket is designed with a logarithmic curve construction. An exclusive, patented and proven feature that ups capacity from 10% to 100%. Investigate! Write for form 35 . . . learn how much greater guaranteed capacity you can get from your elevator legs.

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**CALUMET** SUPER CAPACITY ELEVATOR **CUP**



## MAKES NAME SUGGESTION AND TELLS REASONS WHY

ONE experience we had here in Chicago in making preparations for the recent convention was a lot of misunderstanding, particularly among processors, of the aims, purposes and scope of our association. In discussing the reactions among ourselves we found that our association's name leaves rather a confused impression with those in other than the elevator sectors of the industry.

In comparing notes we now find out that quite a few of those attending the convention from the processing industries had to do a selling job to get across the idea that the Superintendents' Society is made up of rep-

resentatives of all branches, including flour mill and cereal plant elevators, feed plants, soybean and linseed processors, corn refiners, maltsters and the grain and malt departments of breweries and distilleries, et al.

I clipped the names suggested by various SOGES members over a year ago with the intention of raising some helpful discussions at the convention on the subject. Some of the proposed names included:

Society of Grain Processing Superintendents (Coughlin).

Grain Superintendents' Society (Wilber).

Society of Superintendents of Grain Industries (Frauenheim).

Grain Elevator Superintendents and Processors (Kier).

Cereal Handling Superintendents (Walker).

Society of Grain Superintendents—Elevator, Milling and Processing (Pow).

Society of Grain Elevator Superintendents and Allied Industries (Christensen).

Storage, Feed and Mill Superintendents' Guild (Shea).

Society of Grain Elevator & Allied Industries Superintendents (Raether).

If we are going to build this highly beneficial association of ours then the quickest way to accomplish same is to reduce to a minimum the misimpression created by our present name—even if we've used it for 15 years. Our membership includes many Managers, Resident Managers, Supers and Foremen. The term "Superintendent" is applied so differently in various sections of the continent and in different segments of the industry that this is the first part of the name that should be dropped. A Resident Manager in one part is known as a Foreman in another.

So I say let's come right out straight from the shoulder and give the association a name that embraces and tells and sells itself all in one fell swoop. Our last convention under our capable President Pow shows that we've become well established on a higher plane of convention procedure than will be found even in scientific circles. We can now cast aside our swaddling clothes; we're doing things that count; we are far more of an asset to our firms than they or we realize. Now let's make our "tent" more colorful and attractive. We could not ask for more capable leaders and "wheelhorses" inside our "show," but the "come on in" name—which is the outside of our "tent"—could be more punchy. To start the argument I propose consideration at our next annual conference—and discussion of this important matter between now and then—of the following:

# PUT THE BRAKES DOWN

## H-A-R-D

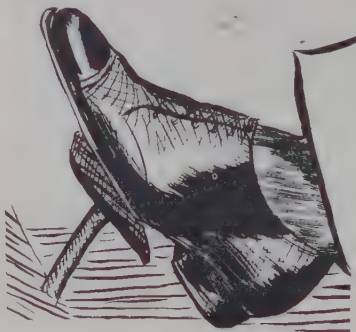
### on Pest Trouble

by promptly treating  
infested grain

with

## Larvacide

CHLORPICRIN



- COST IS LOW
- APPLICATION IS EASILY MADE WHILE TURNING
- KILLS ALL TYPES OF GRANARY PESTS, INCLUDING MITES, CADELLE, MOTH AND WEEVIL
- REPELS RODENTS IN THE GRANARY—OR READILY KILLS THEM IN SPECIAL RODENT APPLICATION
- SELF WARNING REDUCES ACCIDENT RISK
- NO FIRE OR EXPLOSION HAZARD

Write for literature on  
EFFECTIVE, ECONOMICAL INSECT CONTROL  
in your Stored Grain

LARVACIDE is a tear gas fumigant. Shipped in liquid form in cylinders 25, 50, 100 and 180 lbs., and in handy 1 lb. dispenser bottles (fine for rodent work) each in sealed can, 12 to wooden case. LARVACIDE is stocked in major cities and may be had quickly.

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## Grain Processors Association

On our stationery we might show below such a name something like: Terminal and Sub-Terminal Grain, Flour Mill, Cereal Plant, Brewery and Distillery Elevators; Feed Plants, Soybean and Linseed Processors, Maltsters, Corn Refiners, etc. Of course we all know that our membership presently embraces even more processing businesses than listed, including yeast plant elevators, large seed houses, paint manufacturers' elevators, a large corn cannery elevator, and a plastic manufacturers' elevator. There are doubtless many more to be added in the future, so I say when any one group expands to the point that we find it worth while to devote a separate roundtable at our conventions to their discussions then their phase of the industry should thereafter be included on our letterheads.

One more thought. Our strictly elevator members clean, dry, and otherwise condition grain and who can deny that such operations are not processing. Hence that name embraces everything I can think of at the moment. Do you approve of the idea? Let's get this settled, and believe me our combined experiences here definitely recommends action.—Emil A. Buelens, Production Superintendent, The Glidden Co., Chicago 39.

## GOVERNMENT TO LAUNCH SAFETY DRIVE

The nation's war effort is being impaired by industrial accidents, according to Joseph D. Keenan, WPB Vice Chairman in charge of labor production, in announcing an intensive campaign to wrought marked reductions. "Each year about a full division of soldiers of production die of accidents at their work, and to a nation at war the loss of 18,000 workers is a heavy blow," he points out. The seriousness of worker accidents is indicated by the following:

1. Industrial casualties since Pearl Harbor to Jan. 1, 1944, amounted to 7,500 more than the military dead, or 37,600 killed, 210,000 permanently disabled, and 4,500,000 temporarily disabled—60 times more than the military wounded and missing.

2. Injuries account for four times as many lost man-hours as strikes. Manufacturing has 50,000 workers absent every day because of accidents.

3. Deaths and injuries on the job are occurring now at the rate of 270,000,000 lost man-days a year, the equivalent of the withdrawal of 900,000 workers for a full year from the production lines.

4. Accidents cost employers \$35 a year for every worker employed.

### He Was Killed Instantly

Slipping from the scaffold while at work at a Wichita terminal, Joseph A. Hill, 32, painter, fell 80 ft. and was killed instantly.

## This Month's Safety Questions

1. What is the best method of removing grain doors? One correspondent writes that he has heard of a device that removes them quickly, but is so powerful that it is hazardous.

2. How do you open car doors when the cars are loaded with bagged material that has fallen against the door?

3. What is the best type of knife to use in opening bags of ingredients?

4. What is the safest way to handle and use such an instrument?

Send your answers in to "GRAIN."

## Crew Extends Thanks

On behalf of the employees and the Safety Committee of the Archer-Daniels-Midland Co., Council Bluffs, we wish to extend our thanks and appreciation for the engraved safety award given us for our efforts in the SOGES Safety Contest. Superintendent Charles F. Walker presented the award at our recent safety meeting and it is the mutual endeavor of all employees to see 1944 another 100% safety year.—Russell Adkins, Sec'y, and Harry Siebert, Chairman. (The trophy was displayed on the exchange floor.)

## Walker Going Strong

Charlie Walker, Omaha-Council Bluffs SOGES Chapter prexy, is going strong in the A-D-M safety contest, according to figures revealing a clear record since Jan. 1, 1941. Only competition he has throughout the company is the Commander Elevator in St. Louis Park and the Ladish Elevator in Milwaukee, both of which are much smaller operations than his. Keep up the good record, Charlie!

## Interested in Safety Contest

We are very much interested in the Safety Contest sponsored by the Superintendents' Society, but had to leave so hurriedly the last day that there was no opportunity to obtain a copy of the rules, etc. It is quite likely that we will wish to file an entry for 1944.

I am personally very happy to have met with you and your associates in the grain elevator business and to be a member of your obviously very progressive Society. I look forward to the pleasure and profit of being with you at future conventions.—David K. Milligan, Acting Superintendent Port of New York Authority, New York.





Jim DeJarnette of Continental Baking Company was elected president of the Kansas City SOGES Chapter at the last monthly meeting. He succeeds O. B. Duncan of the Salina Terminal Elevator Co.

Earl Gray of the Inter-State Oil Co. was made Vice President, succeeding John Blowers of Standard Milling Company's Wyandotte Elevator. John succeeds Jim Kier to the secretary-treasurership, as well as to Jim's business post as assistant to Oscar T. Cook who is in charge of the company's grain department. Plans for the coming year indicate a very active season with programs being arranged well in advance and inclusion of many as new members within a convenient transportation range.

### Every Kind of Waster Paper Wanted

All grades and types of waste paper are wanted. These include paperboard, corrugated board, books, magazines and periodicals, newspapers, brown paper, waste basket paper, old files and office supply paper.

There are tons of dormant paper in obsolete files. Many records can be disposed of with a two-way profit—dollars and more space. Salvage of waste paper is a Victory "must."

### Good Attendance at Minneapolis

We had a very good turnout at our June 6th monthly meeting with forty in attendance. This was the last session for the season until the first Tuesday in October.—James Auld, Hales & Hunter Co., Minneapolis SOGES Chapter Sec'y.

### Gopher Chapter Winds Up Busy Year

The newly elected officers of the Minneapolis SOGES Chapter and appointed committeemen presented their first meeting on June 6th and, quite appropriately for D-day, featured as their speaker Col. Norman D. Dean, State Advisor on Occupational Deferrals, who offered some enlightenment on present day application of selective service policies.

We were advised by Col. Dean that unless they are disqualified for military service, any boys we might have between the ages of 18 and 25 can expect to be called promptly into the service of an employer who has no problem with absenteeism. Men in the age group from 26 to 29 may be kept for the balance of this year and, barring military exigencies, probably longer.

In this later group he suggests that we make inquiries in about three months and advises us to promptly file 42-A affidavits with local draft boards on any such men for whom they have not yet been filed. We are assured that we may keep all men in the age group of 30 through 37 and hope they will be indefinitely deferred,

Herb Brand, newly elected president of the Superintendents Society, has been with Quaker Oats Company for thirty-seven years. All but one of his thirty-two years spent buying grain were at Fort Dodge, Iowa. For the past five years he has been Superintendent of the elevators at Cedar Rapids. He has been active on Committees, on the directorate, and as an officer ever since he joined SOGES six years ago.

### Preparing Pictures

The model of my car unloading device isn't finished and the large machine in our plant is in too high a place to get a good picture, but we'll try to get something ready for the next issue of GRAIN.



Received many fine letters from convention delegates all hoping that I will be able to get one of the big machines built and that it will do what I claim for it. I have high hopes. Also could use

any of those \$1,000 bills the boys care to send.

Al Schwartz who attended the convention with me was most impressed with the way our conventioners stuck to business.—Ed Fraunheim, Jr., Buffalo (N. Y.) Forwarding Corp.

In answer to inquiries received since so many of the convention delegates inspected the car unloading device installed at the Glidden Co. plant, the rig works even better on corn than it does on soybeans. Because beans are round most everyone believes they are easier to unload. That has not been our experience. — Emil A. Buelens.

### CHICAGO PICKS OFFICERS

Steve Halac of The Glidden Co. was promoted to the presidency of the Chicago SOGES Chapter at their June 12th meeting. He succeeds Gordon E. Laugen, Archer-Daniels-Midland Co.

Moved into the vice-presidencies are Lloyd Forsell, of Albert Schwill & Co., and Leonard Danielson, of Arcady Farms Milling Co. Frank A. Jost, Jr., Gerstenberg & Co., is the new secretary.

In addition to the soybean, malt, feed and grain elevator interests represented by the foregoing the directors unanimously elected include: William Henry Radke, Corn Products Refining Co.; Charles Hegwein, Pratt Food Co., Hammond; E. R. Anderson, Norris Grain Co.; Charles Harbin, Underwriters Grain Ass'n, and Earl Ott, Lakeside Metal Service, Inc. Following two executive meetings the monthly chapter meetings will be resumed very shortly. Membership in this SOGES unit now numbers between 90 and 100.

### Chicago's Storage Capacity Shrinks

Contrary to the report in the May issue of "GRAIN" that Chicago's storage capacity totalled 47,932,000 bu., Hirst & Begley's 100,000 bu. storage unit was at the moment of publication being torn down. A subsidiary of the National Lead Co., flaxseed crushing operations have been concentrated on the east coast.

Canada declared war on Japan while Pearl Harbor was still burning—a full day ahead of us. This is a completely independent diplomatic service, and our diplomats in Washington say that it is the finest in the world, which is a strange coincidence, since that's what our army and navy men say of the Canadian fighters... Out of this war has come closer Canadian-American relationship than ever before. Our best customer to the North is also our best protection when the chips are down. The Maple Leaf forever!—Walter Winchell.

**SITUATION WANTED:** Spent larger part of my life in grain elevator business; sold my elevator in 1940 after 17 yrs. of successful operation. Of late have become proficient in plant protection, safety and first-aid directing, police supervisor, et al. Have enviable record on extra-curricular activities as well, including Red Cross, Legion, Chamber of Commerce, Industrial Club, etc. Am 51, in perfect physical condition. Am 5 ft. 10 in., 190 lbs. If interested please address me at my home (where I've lived the past 41 yrs.).—Myron E. Dawson, R. R. 14, Box 281, Indianapolis, Ind.

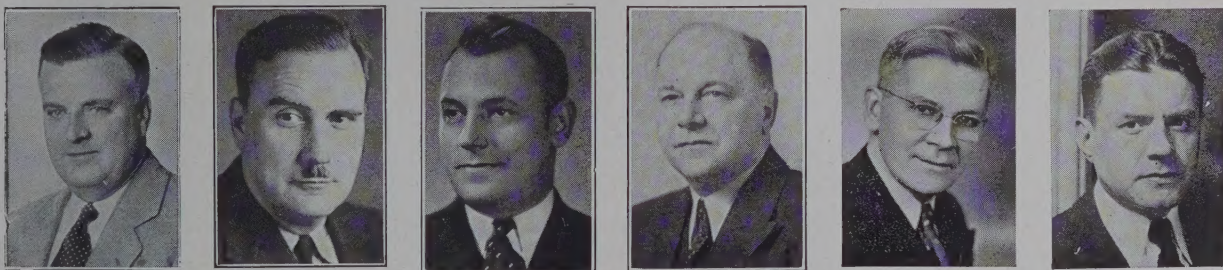




OFFICERS AND DIRECTORS of SOGES for 1944-45 include, left to right, Herbert Brand, Quaker Oats Co., Cedar Rapids, President; Harold Wilber, A. E. Staley Mfg. Co., Decatur, Vice-President; Roy Heinrichson, Terminal Grain Corp., Sioux City; Cliff MacIver, Archer-Daniels-Midland Co., Minneapolis; Emil Buelens, The Glidden Co., Chicago, and Fred Sibbald, National Grain Co., Ltd., Ft. William, all Directors.



Ralph Garber, Enid Elevator Corp., Enid; Jack Smith, Sarnia Elevator Co., Sarnia; William Gassler, Rosenbaum Brothers, Chicago; Oscar Olsen, F. H. Peavey & Co., Duluth; Ed Raether, Chamber of Commerce, Minneapolis, and Ted Manning, Uhlmann Grain Co., Kansas City, are likewise active Directors.



Percy Poulton, N. M. Paterson & Co., Ltd., Ft. William; Paul Christensen, Van Dusen-Harrington Co., Minneapolis; Gilbert Lane, Arcady Farms Milling Co., Chicago; R. B. Pow, Reliance Grain Co., Ltd., Ft. William; Charles Walker, Archer-Daniels-Midland Co., Council Bluffs, and John Goetzinger, Rosenbaum Brothers, Omaha, all Directors of SOGES, were active convention participants. Mr. Pow is retiring president.



Above: James Auld, Hales & Hunter Co., Minneapolis, SOGES Director, and Malcolm Naxon, Ralston-Purina Co., Minneapolis, again elected Safety Committee Secretary. Below: Clarence W. Turning, Minneapolis, able SOGES Safety Contest Director, and Grover Meyer, Kansas City (Mo.) Power & Light Co., Associates' Night MC Extraordinary.



## DOES YOUR ELEVATOR LOOK LIKE THIS WHEN GRAIN STARTS COMING IN ?

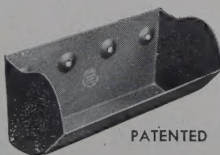


### Change over to "Nu-Hy's"

Think of the loss in time, labor and efficiency when you cannot handle incoming grain quickly. Many operators imagine that the only way out is to enlarge their bucket elevator legs. But that entails big expense . . . and today it is difficult to obtain materials.

"Nu-Hy's" can solve the problem with the least disturbance to your equipment. In most cases no alterations are necessary, simply replace present buckets with "Nu-Hy's" and follow out our studied recommendations.

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compared with the  
**PROTECTION** You get-



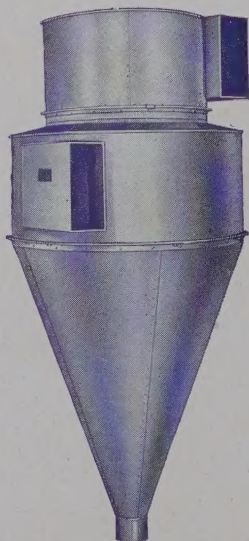
It is well known that the explosive power of grain dust is many times that of dynamite. In comparison with the possible loss of property and life often caused by dust explosions, the cost of dust control installations is very small indeed.

## Let **DAY** figure on Your Complete **DUST CONTROL SYSTEM**

DAY facilities include engineering, fabrication and installation of entire system—including Dual-Clone Dust Collectors, pipings, fittings, dust tanks and all other sheet metal work of standard or special nature—big or small.

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